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## "America's Relation to the World War."

### SHALL OUR NATION LIVE OR PERISH?

THE MANUFACTURERS RECORD has received from its subscribers so many letters of enthusiastic commendation of its editorial policy during the last three years in regard to the war, and so many urgent suggestions that some of the editorials of the last few months be put into pamphlet form for wide distribution, that it has now heeded these requests. Into a pamphlet entitled "America's Relation to the World War" we have gathered some of the editorials that have seemed to attract especial attention from our readers, in order that in this form a wider distribution may be given to them.

With a view to arousing our country to a realization of the facts which from time to time have been presented through our editorial columns, we believe that the widest possible distribution of this pamphlet will do good. In saying this we base it upon the enthusiastic encomiums of many subscribers who have been unstinted in their praise of the views of the MANUFACTURERS RECORD on these great issues.

We should be glad to have every subscriber buy as many copies of this pamphlet as he can judiciously distribute to his friends and acquaintances. We believe that every man who does this will be contributing to the welfare of the nation by arousing our people to a realization of the dangers which confront us and the reasons why we must prepare to meet them. We will be pleased to receive from every subscriber an order for not less than ten copies, and from many of them who can afford to do so an order for a thousand or more. The price is 10 cents a copy, regardless of the number ordered, whether one or one thousand. The money must accompany the order.

## "Shoot Him Full of Holes, Mr. Edmonds!"

SOME unknown reader of the MANUFACTURERS RECORD sends to us a letter published in The Chattanooga Times, signed by Bartow M'Farland, and makes the following comment: "Shoot him full of holes, Mr. Edmonds!" The letter of Mr. M'Farland, dated Rossville, Ga., is as follows:

You ask to know what is the matter with the young men of Walker county, Georgia, that they are not willing to respond to the call to arms to enter the European war.

Will you kindly allow one who knows to give you the reason. It is far from being that they are not patriotic (as you seem to suppose), for this and every other true element of noble manhood is most clearly developed in these same young men. None would more quickly and cheerfully sacrifice time, means and life itself for home or native land than they. Only let home or country either be really imperiled and they would raise up an army overnight, including every boy that could carry a musket to every old man hobbling on his stick, and not an exemption asked for.

But, with no foe in thousands of miles of our country, none that has declared war against us, nor made a single move or threat to indicate that they ever intend to, under these conditions our boys do not see why they are under the least obligation to leave home and native land and sacrifice their precious young lives in a foreign war for which there never has been and is not yet the least excuse of a cause. And whose final settlement really means nothing to us as a people, and perhaps about as little to the people over there, except the saving of precious lives by its speedy termination; which in all probability would have been ere this but for our own ill-fated country's unfortunate, unjustifiable and unreasonable entrance into the struggle. This is why our boys are not willing to go to the European battlefields, and why 75 to 90 per cent. of us older people are yet more opposed to their going.

Any man who writes a letter such as this is not worthy to be "shot full of holes." He is so incomprehensively blind to the situation that if he did not represent a type of men of whom it has been said that their souls are so small that they could dance on the point of a cambric needle or be lost in a mustard seed, we would have to deny our unknown reader his request to "shoot him full of holes."

And it would be a waste of powder to shoot such men "full of holes," for if you did it, not a drop of the red blood of manhood would ooze out. There would be merely a gushing forth of fetid water and wind.

The trouble with the young men and the old men who take the view expressed by Mr. M'Farland is that they lack patriotism; but, more than that, they lack the moral stamina that alone can make the true man. These men who profess their willingness to fight if the foe were at home would be too cowardly to fight if the foe was in their own village. Are they not among the class of people of which there seems to be a few in the world who would stand aside if their wife or mother was attacked for fear that their own hides might suffer, and would try to compromise with the brute? Would they prefer to let somebody else risk his life to defend their mother or sister?

But perchance some of this moral blindness is due to intellectual blindness. They cannot comprehend a world situation. Their mind has moved in a groove so narrow that they know nothing beyond their immediate environment. They do not seem to realize that this country is in peril just as much

as though the German Army was on our own shores. They rejoice that for three years we hid like skulking cowards behind the fleets of Great Britain, and her fleets alone saved our ports from being invaded by the German barbarians. They would continue to have us hide behind these fleets, proving recreants and cowards to ourselves, to our nation and to the women and the babies of this land.

Instead of foes being thousands of miles away, the ocean is but a means by which the foe could reach us with greater safety. The ocean is no longer a barrier against invasion. It is a hidden path through which the submarine can plow its way unseen and unknown to do its devilish work in murdering men and women.

Mr. M'Farland suggests that the young men who are not willing to enter this war take that position because they are unwilling to "sacrifice their precious young lives in a foreign war for which there has been and is not yet the least excuse of a cause." The murdering of American women and children on the Lusitania and other ships; the defiance of Germany to every demand made by the United States for the protection of the people under our flag; the awful tragedies in Belgium and in France, where we stood aside for three years and saw such outrages committed upon womanhood as even hell itself would have blushed to own; the determination of Germany to crush this country when once it had crushed the Allies, are but a few of the reasons why our duty to God, to civilization and to the women and the children of this land and to the very life of this nation demands that we be in this war.

The "precious young lives" mentioned by Mr. M'Farland must be lives of the degenerates, the incompetents, the cowards and the slackers—lives of men who, without moral stamina, would themselves be participators in German outrages upon women and children if given the opportunity.

The men who talk about these "precious lives" forget that the Son of God himself deemed life not too precious to keep Him from dying upon the Cross for others. The men who are joining the Army of the United States to battle for civilization against barbarism are offering lives infinitely more "precious" than all the lives of those classed by Mr. M'Farland as unwilling to meet this great war crisis.

It is time that men such as Mr. M'Farland, who denounce our entrance into the war and who, in doing this, are to the best of their ability aiding Germany and thus seeking to lengthen the war and add to the number of deaths of our soldiers, should be suppressed by the power of an awakened nation. If men of this kind are permitted to roam the country free, as the abettors of Germany in its unspeakable work of evil, the nation will fail to do its duty to the soldiers who are offering their lives for the welfare of others. These soldiers are not among the contemptible degenerate cowards classed by Mr. M'Farland as unwilling to offer their "precious lives." Precious! Heaven save the mark! Surely the angels of Heaven must sometimes wonder to what depth of degradation some men can descend in the effort to defend themselves and seek to create the impression that honor, and not cowardice, is responsible for their acts.

But it is a waste of time and a waste of words to argue with such people. The time is coming—and not far distant—when this nation will be recreant to its responsibilities if it does not literally before

the firing squad "shoot full of holes" every man who undertakes, as Mr. McFarland has done, to denounce the nation, to belittle the cause of the war and to seek to give aid in this way to the enemies of our nation and of civilization.

As the foregoing editorial was finished, the following letter from Secretary Redfield was received. His letter and the statement issued by him, to which his letter refers, will be of interest in connection with what we have said in regard to Mr. McFarland's letter:

DEPARTMENT OF COMMERCE,  
Office of the Secretary.  
Washington, August 24, 1917.

My Dear Mr. Edmonds:

The enclosed letter was written to a member of a State Legislature, who I think was really seeking for light. I trust it may interest you.

Yours very truly,  
WILLIAM C. REDFIELD, Secretary.

The letter to which he refers as having been written to a member of a State Legislature was as follows:

The suggestion that our country now state candidly its terms of peace is a trap for the unwary. It is that which Germany would like to have us do. To urge it brings aid and comfort to the Kaiser's cause—not indeed consciously or of desire, but because so doing one clouds the issue and loses the substance in the shadow.

Furthermore, it is rarely wise to seek detailed specifications of an eternal principle. A man may say in good faith, "I love my son," and I, a possible doubter, may say to him, "Give me details of what you mean to do when you so say." Another says, "I hate wrong-doing and oppose it." Surely this is sound, but comes a doubter saying, "Tell me in detail what you mean by opposing wrong-doing. The principle is good; what is your practice concerning it to be?" In both instances different men would answer differently. Circumstances would alter cases. Unknown events would change the outlook so that what the man would do today for love of his son, he might not do next year, and what the man would do next month in opposing evil the following month he might seek occasion not to do. Principles are sound and solid. Details as to how one would in every future case apply a principle are impossible things to ask. Terms are one thing; ends or purposes are another.

Let us then seek the solid ground of principle. There are two political ideals in the world—autocracy and democracy. These two are antagonists. One must overcome the other. The one is imposed from above. The other rises from below. The result of one in its extreme is slavery. The result of the other in its extreme is freedom.

This war is a clean-cut fight between autocracy and democracy. It must be fought out whether we will or no. If not fought out today, then it will be fought out later on. It has been a world-long and world-wide conflict. It is the great political conflict of the ages rising anew to threaten us. It is an incident merely that the physical locality of the fighting happens to be across the sea. The attack of autocracy is aimed at the very core of things we hold sacred and of which we are, we hope, the greatest exemplars in the world. Your right to speak, to vote, to act by your own conscience and judgment is directly attacked in this war. Autocracy has shown its cruel teeth in the war and has declared itself by its acts to be that which throughout the ages it has been. It is cruel, lustful, barbarous, selfish. Before autocracy Belgium, Serbia, Montenegro, Poland have gone down. With autocracy the Turk has normally allied himself and the massacres of Armenia respond in kind to the rape of Belgium. Autocracy has adopted "frightfulness" as its watchword, and in the name of "frightfulness" murders women and children in defenseless towns, sinks hospital ships on which its own wounded are conveyed, and sends women and children to a watery grave that it may have its own ruthless way upon the sea. Autocracy attacks, democracy defends. No man but knows that every allied nation sought only peace and that autocracy was the aggressor.

If it be not sufficient that this desperado is abroad in the world murdering the small peoples and seeking deliberately, as its own philosophy proclaims, to impress itself through a fancied superiority by force upon other peoples, we may look at what we ourselves have suffered. Here the President has stated the facts with candid clearness. Our sailors on their lawful errands have been murdered. Our women and children, traveling where they had a lawful right to be and in conditions under which they had a lawful right of protection, have been deliberately drowned.

What do we seek? We seek an end to these things. We seek an end such that autocracy will never again lift its head to threaten man. We hope it will be such an end that this cruel ruthlessness will forever cease to be. I hope the system out of which it rose and which gives it vigor may pass away, and that broadly whatever needs to be done will be done to forever remove this menace from the earth.

"Does the Kaiser lie?"—Valdosta (Ga.) Times.

Almost a waste of words to ask the question, but the President has answered the question.

## AMBASSADOR GERARD GIVES SOME INSIDE FACTS ABOUT GERMANY'S DETERMINATION IN ADVANCE TO BRING ON THE WAR.

FORMER American Ambassador Mr. Gerard, in his history of four years in Germany, which is appearing in serial form in the Public Ledger of Philadelphia, gives an interesting sidelight in one of the recent chapters, showing the spirit which animated Prussian militarism in its desire to bring on the war and the reasons therefor.

While there is little that is entirely new in the statement by Mr. Gerard, it is interesting as confirming the views of those who have known that Germany definitely determined to bring about this war and that Germany selected its own time when it felt certain that it would be able to dominate the world.

It was Germany's plan, as is generally known, to overrun France within a few weeks, then turn and crush Russia, and, having accomplished this, to destroy England. With England out of the way, the United States was to be the next victim of Germany's military power, and Germany knew full well that we were so wholly unprepared that the task of conquering this country would have been very much easier than the task which Germany thought it would have in its easy destruction of France. Fortunately, France had an army which was equal, for the time being, to stemming the onrush of the Huns. We had no army and would have been wholly unprepared.

In the course of one of Mr. Gerard's chapters he makes the following interesting statements:

I am convinced that the fear of war, induced by a hereditary instinct, caused the mass of the Germans to become the tools and dupes of those who played upon this very fear, in order to create a military autocracy.

On the other hand, and especially in the noble class, we have in Germany a great number of people who believe in war for its own sake. In part, these nobles are descendants of the Teutonic Knights who conquered the Slav population of Prussia and have ever since bound that population to their will.

The Prussian army was created by the father of Frederick the Great, who went to the most ridiculous extremes in obtaining tall men at all costs for his force.

The father of Frederick the Great gave the following written instructions to the two tutors of his son: "Above all, let both tutors exert themselves to the utmost to inspire him with a love of soldiery, and carefully impress upon his mind that, as nothing can confer honor and fame upon a prince except the sword, the monarch who seeks not his sole satisfaction in it must ever appear a contemptible character in the eyes of the world."

Frederick the Great, left by the death of that father, who had once threatened to execute him, at the head of a marvelous army, with a full treasury, finally decided upon war—as he admits in his own letters—"in order to be talked about." And his desire to be talked about led to the Seven Years' War.

The short war against Denmark in 1864, against Austria, Bavaria and the rest in 1866, and against France in 1870 enormously increased both the pride and prestige of the Prussian army. It must not be forgotten that at all periods of history it seems as if some blind instinct had driven the inhabitants of the inhospitable plains of North Germany to war and to conquest. The Cimbric and Teutonic, the tribes defeated by Marius; Arminius, who was defeated by Julius Caesar; the Goths and the Visi-Goths, the Franks and the Saxons, all have poured forth from this infertile country for the conquest of other lands. The Germans of today express this longing of the North Germans for pleasanter climes in the phrase in which they demand "a place in the sun."

The nobles of Prussia are always for war. The business men and manufacturers and shipowners desired an increasing field for their activities. The German colonies were uninhabitable by Europeans. All his life the glittering Emperor and his generals had planned and thought of war; and the Crown Prince, surrounded by his remarkable collection of relics and reminders of Napoleon, dreamed only of taking the lead in a successful war of conquest. Early in the winter of 1914 the Crown Prince showed his collection of Napoleonic to a beautiful American woman of my acquaintance and said that he hoped war would occur while his father was alive; but, if not, he would start a war the moment he came to the throne.

Since writing the above the American woman who had this conversation with the Crown Prince wrote out for me the exact conversation in her own words, as follows:

I had given him Norman Angell's book, "The Great Illusion," which seeks to prove that war is unprofitable. He (the Crown Prince) said, whether war was profitable or not, that when he came to the throne there would be war—if not before—just for the fun of it. On a previous occasion he had said that the plan was to attack and conquer France, then England, and, after that, my country (United States of America). Russia was also to be conquered, and Germany would be master of the world.

The extraordinary collection of relics, statues, busts,

souvenirs, etc., of the first Napoleon, collected by the Crown Prince and which he was showing at the time of the first of these conversations to this American lady, shows the trend of his mind and that all his admiration is centered upon Napoleon, the man who sought the mastery of the world and who is thought by admirers like the Crown Prince to have failed only because of slight mistakes which they feel in his place they would not have made.

If the Germans' long preparation for war were to bear any fruit, countless facts pointed to the summer of 1914 as the time when the army should strike that great and sudden blow at the liberties of the world.

It was in June, 1914, that the improved Kiel Canal was reopened, enabling the greatest warships to pass from the Baltic to the North Sea.

In the Zeppelins the Germans had an arm not possessed by any other country, with which they undoubtedly believed that they could do much more damage to England than was the case after the actual outbreak of hostilities. They had paid great attention to the development of the submarine. Their aeroplanes were superior to those of other nations. They believed that in the use of poison gas, which was prepared before the outbreak of the war, they had a prize that would absolutely demoralize their enemy. They had their flame-throwers and the heavy artillery and howitzers which reduced the redoubtable forts of Liege and Namur to fragments within a few hours, and which made the holding of any fortresses impossible.

And thus the war came upon the world for the express purpose of seeking to dominate the world regardless of all the horrors and sufferings which millions would have to endure, and "for the fun of it."

## THE SOUTH'S RESPONSIBILITY TO ITSELF AND TO THE NEGROES.

THE action taken by our State Defense Council on the negro problem is nothing short of revolutionary for this section of the nation. In a year's time thinking men of Mississippi have discovered an important truth—that honesty and fair dealing with negroes is absolutely necessary from a business standpoint, and this policy is going to prevail from now on if the progressive men of the State can make it prevail. I am sure you realize conditions well enough to appreciate the importance of the movement alone to the whole South. Mississippi is busy setting good examples to her sister States these days.

The foregoing statement from a Mississippi correspondent carries a significance which cannot be well overestimated. The MANUFACTURERS RECORD at the beginning of the migration of negroes from the South predicted that the outcome would be a better understanding on the part of the people of the South of the need of giving to the negroes in the South better facilities for homes and for home-making, and better protection than they had ever received. It is a well-known fact that unscrupulous political demagogues have for the purpose of the fees received under an unholy and disgraceful fee system been guilty of arresting many negroes merely for the purpose of collecting the fees. For years the MANUFACTURERS RECORD has assailed this vicious fee system.

If the migration of the negroes has awakened the people of Mississippi to its iniquity and to a determination to break it up, the benefit will be worth all the cost.

As a whole, the negro has not received the protection which he should have had, nor has he been given the opportunity as a tenant farmer to make a permanent home on a basis which could alone insure his development into good citizenship and to a permanency in residence. Unwittingly, perhaps, the migration of negroes was in part a great protest against these conditions, and if this movement has aroused the thinking people of the South to their moral and legal responsibility to give to the negro the careful, thorough protection of the law, to encourage him by honesty of dealing, by freedom from petty persecutions of fee-making officers, who often make arrests wholly for the purpose of securing fees, then, indeed, will the South have moved forward to a higher plane for its own material development as well as for the moral upbuilding of the negro race.

We recognize all of the shortcomings of the negro race. We know fully the difficulties in the way of handling them. But we know also that the whites have to a considerable extent fallen short of their true responsibility to the negroes, and in doing this they have injured the South and given an excuse for hundreds of thousands of negroes to leave this section, hoping for better conditions elsewhere.



## A MOTHER'S APPEAL TO PRESIDENT WILSON

In the agony of a mother's breaking heart as she gives her best beloved to the nation's call to save civilization, I plead with you to make certain that the spies and the pro-Germans in this country, whether holding allegiance to Germany or claiming to be Americans, shall not be permitted by a continuation of the work which they have been doing to lessen the chance for the life of my boy and the millions of other boys who are answering your call and offering themselves on the altar of the nation's life.

Mr. President, those of us who are giving sons and husbands or other loved ones, are giving all that we have in life. Bravely we are trying to bear the sorrows which have been placed upon us. Bravely we are trying to look forward with some hope of their return.

They are going out to fight the most desperate, diabolical enemies ever known to mankind, and they are going because you have called them to this holy task.

We would not hold them back, for we know that they are going for our honor and to save us and all womanhood from the fearful fate which has befallen Belgium and much of France.

But, Mr. President, we know that their lives are being menaced because of pro-German activities. We know that many a soldier's life will be lost which might otherwise have been saved had these pro-German activities been suppressed with a ruthless hand.

The men who in this country are fighting the United States by working for Germany are infinitely more our enemies and the enemies of these loved ones that we are sending to battle than are the men in Germany, even than the Kaiser and his associates. These men at home are seeking to stab our loved ones in the back, and you, Mr. President, know it. These black-hearted traitors to humanity are walking our streets, doing business with our people, and yet are allied with Hell in an effort to make sure that many thousands of our sons who might otherwise be saved shall be left on the battlefields of Europe.

In the name of the mothers, and the wives, the sisters and the sweethearts of all these soldiers who are being called, and of the other millions who will be called, I plead with you to suppress with an iron hand every man and woman in this country who secretly or openly is endeavoring to bring about the murder of these beloved sons and husbands and sweethearts—the very flower of the nation's life.

It is within your power, Mr. President, to suppress this German element.

It is in your power to shorten the length of this war and to save to us thousands and tens of thousands of lives of our soldier boys by deciding whether you will permit these unbridled activities in behalf of Germany to run rampant in this country, or whether you will suppress, before the firing squad if need be, every man in this country who is a traitor to God, to America and to Humanity.

If you falter, Mr. President, and do not suppress these pro-German activities, regardless of the number of spies and other German agents who may have to pay the just penalty of their crimes, you will be responsible before God and man for the death of many times as many American soldiers.

I would not add one iota to the burden you are bearing; I would not seek to lessen the appreciation of this country of the magnificent work you have done; but for the boy who has left me at your call, and the millions of boys who will leave their loved ones, I plead with you that nothing shall be left undone to lessen the dangers which they face.

And you and I know, Mr. President, that these dangers will be increased many-fold if pro-Germans, working for Germany and against this country, are allowed to roam the land unhampered in all their vicious activities.

And you know and I know that however true and good, however loyal and patriotic may be some of the people of German descent living in this country, there are so many that their number must be millions, who quietly sometimes, and openly at other times, are doing their utmost to bring about the downfall of this country and the success of Germany. Everywhere, on trains, in factories, through the press and in other ways these people are seeking to sow the seeds of discord for the benefit of Germany.

The facts are too plain to be ignored. You know them full well, and every other honest-hearted American knows them, and is constantly running against them.

Unless the Government suppresses this element with a strong hand, and with unbending determination, uninfluenced by aught else than the welfare of the nation and the safety of the lives of its soldiers, there will come a time when bitter, undying resentment and hatred against every German-American will fill the heart of American people.

And then the people, through mob spirit, in which the innocent as well as the guilty will suffer, will break loose and wreak vengeance and do the things which the Government should in its official capacity have done from the very beginning of the war.

For my boy, and every other boy, I plead with you, Mr. President, to realize that the lives of millions of these boys are staked on what the Government now does to suppress pro-German activities in this country.

## THE SOUTH'S RESPONSIBILITY TO THE NATION FOR THE MEN IN ITS TRAIN- ING CAMPS.

**M**ANY Southern papers are endorsing the recent editorial in the MANUFACTURERS RECORD, to the effect that the coming into the training camps of the South of a million or more men from other sections during the next year or more will be a challenge to the moral forces of this section, and that the South, while recognizing the material benefits to follow this great influx of Northern and Western men, should at the same time recognize the more serious responsibility of the moral obligation resting upon this section, to give to these men every possible protection and to throw around them every moral safeguard in freedom from the curse of the liquor traffic and the evils which follow it, and which so often gather around great encampments.

These young men, largely the flower of the nation's life, are leaving their loved ones and their business interests in order that they may be trained to become the "Saviors of Civilization," for the soldiers of this country are, indeed, to be the "Saviors of Civilization," or else civilization will be lost. It behooves every true man and woman in the South, therefore, to recognize the tremendous responsibility which rests upon this section.

The coming of these men can be made a blessing, morally and materially, of infinite value to the South, and likewise to themselves, or it can be made a curse to this section and a curse to the men.

If the South should fail to measure up to its responsibility, it would justly deserve the nation's condemnation, and there would be planted in the hearts of the people of this country a spirit of bitterness because the loved ones who are coming into the South had not received that moral encouragement which makes for their physical and eternal welfare. The South can bless the nation and itself, or it can prove a curse to the nation and to itself, exactly in proportion to the way in which its people meet the great responsibility thrown upon it by these training camps.

These camps are, indeed, a challenge to the fullest moral and religious power of this section. Very properly, religious organizations send their missionaries to foreign fields to preach the Gospel; justly, the moral forces of every community unite to try to protect their own young men; but here is a responsibility greater than that which sends the foreign missionary abroad or which seeks to protect the boy at home. In its largest sense, these men from other sections are coming to the South as our guests. Upon this section rests the responsibility to give them that degree of protection which every true-hearted man gives to the guests within his house. Any attempt to mislead them, to cheat them; any disregard of the health conditions for which local people may be to blame; any failure to provide the transportation facilities to and from camp, for which local communities alone must be responsible; any failure to throw around them every safeguard and to welcome them into every church would be a failure on the part of the South to measure up to its responsibility to God and to man in this the supreme hour of the world's civilization.

These men are prepared to do battle to save the women and the children of the South from the awful agonies which have been endured by the women and the children of Belgium and France. They are offering their lives on the altar of womanhood and childhood and civilization, and the civilian who does not stand with uncovered head in the presence of such men fails to recognize the heroism, the consecration, which they are exhibiting in the work which they have undertaken. It is of such men as these that it might well be said, in the language of Him who "spake as never man spake," "And greater love hath no man than that he is willing to lay down his life for his friends." These men are preparing, if necessary, to lay down their lives for women and children whom they have never known, and shall not this section, and every man and woman in it, realize the meaning of what these men are doing and honor them as no other soldiers in the world's history have been honored?

We are glad that many of the newspapers of the South, following the suggestion made by the MANU-

FACTURERS RECORD, are urging these facts upon public attention, and that, in many of these Southern communities, the religious and moral forces of the community are uniting for this work for its supreme importance to the South, to the nation, to the world, from the viewpoint of material and moral things, from that of life and civilization itself, cannot be too strongly stressed.

#### WASHINGTON BUNCOMBE FOR WHICH NEWSPAPERS AND OTHERS MUST PAY.

REFERRING to the editorial in the MANUFACTURERS RECORD of August 23 in regard to the vast amount of Congressional speeches and similar stuff sent out of Washington daily under Congressional frank, Mr. William Erskine Wimpy of Clarkston, Ga., states that the total amount thus sent out should be 140,000 pounds instead of 14,000 pounds, and in his letter says:

The writer enjoyed your comment upon 14,000 pounds of mail being franked out of Washington daily, and had you known when you were writing this editorial that instead of seven tons per day being mailed out free there was being mailed out under frank just ten times as much daily, which is 70 tons instead of 7-140,000 pounds—your comment would have been more vigorous if possible. By calling on the Department you can verify these figures. Twenty thousand pounds is the minimum freight box car. Hence our Government is franking out seven carloads of mail per day—a young train—which is one car more than the average passenger train carries.

#### TRANSPORTATION AWAKE TO GREATER EFFORT.

A HIGHLY gratifying reduction in the car shortage is reported by the American Railway Association as of August 1. It says that the number of cars lacking, which is calculated by comparing the total of car requests with the number of idle cars, was only 33,776 on that date, whereas on May 1 it was 148,627, since which time a steady lessening of the disparity has been accomplished by co-operation between the railroads and shippers and receivers of freight whereby delays have been shortened and cars more fully loaded. It is observed in the report that the railroads are now supplying from 15 to 20 per cent. more freight service, with the same number of cars, than they did a year ago, and yet the car shortage has been thus tremendously reduced.

All this promises well for the movement of the heavy crops this fall, but the American Railway Association and those who are co-operating with it are not resting on their oars now that they have accomplished this much, but they are urging intensification of the economies which they have instituted, so that the car shortage will be brought to practically the irreducible minimum. The movement of cantonment supplies alone demanded in July the full services of more than 30,000 cars, in addition to the other extraordinary demands for equipment resulting from the war stimulus given to many lines of industry and commerce. The roads are endeavoring to obtain the greatest possible service out of each car, putting the empties where they are most needed, says the Association, and also to prevent overlapping or unnecessary service. The elimination of unnecessary passenger-train service, by the way, has also been of considerable value by facilitating prompter movement of freight trains. Another way in which improved freight service is encouraged is by persuading shippers to accept any cars which will carry their goods, instead of demanding special types of cars to which they may have been accustomed—a very practical manner of getting results desired.

Notwithstanding the demand for freight cars today is greater than ever, the team work which the railroads and their patrons have been doing has accomplished these recorded results, securing that greater efficiency which some railroaders said not so very long ago could not be accomplished. And yet the cutting out of needed trains and the inability to handle all freight offered, even under present operating conditions, only serves to show how inadequate are our railroad facilities.

## Suppress the Traitors and the Pro-Hellites (Pro-Germans) With an Iron Hand

TWO letters to the Manufacturers Record, one from Mr. Beal H. Wilson of New Smyrna, Fla., and one from Mr. John Glass of Chicago, in regard to the necessity of promptly suppressing pro-German activities of this country in order to save our nation and to save thousands of our soldiers from unnecessary death, voice the rising sentiment of the country on this subject. The Administration cannot wait much longer in taking some vigorous stand on this matter without endangering the law and order of the country by bringing about a mob spirit, which will undertake to do what the Government has thus far failed to do in suppressing these pro-German activities which are seen in every direction. Everywhere these traitors and German spies are seeking to create dissension, to lessen the realization on the part of the country of the tremendous issues at stake, to weaken the moral fiber of our people, to bring about strikes, and to lessen efficiency on the part of industrial workers as well as in the army. The men who are doing this work are found sometimes in Congress, sometimes on board trains, sowing the seed of discord wherever they go, and sometimes in private life, endeavoring to create hostility to the Government or to the Allies. These activities are in evidence constantly in the German language papers which the Government still permits to be published, although they are making certain the death of many soldiers who might be saved by a more vigorous action on the part of the Government in suppressing the work of these pro-Germans in this country.

The letters of Mr. Wilson and Mr. Glass to which we have referred are given below.

#### BETTER PUT FIRES OUT PROMPTLY.

Our Failure to Suppress Pro-Germans May Start a Conflagration.

JOHN GLASS, Chicago.

Through some delay in the mail I did not receive last week's issue of the MANUFACTURERS RECORD until this morning, and I have been busy reading it all morning. I have noticed especially the articles referring to pro-German activity in this country. I do not believe this propaganda can be attacked too vigorously. I do not believe that the general public is remotely aware of the extent to which this propaganda is being carried on in Congress and throughout the whole country. I agree with you utterly and entirely in your opinion that President Wilson is mistaken in attributing to the vast majority of Germans in this country American loyalty. As a matter of fact, I believe just the reverse. I believe that 90 per cent. of the Germans in this country are for Germany and the Kaiser. There are, of course, some exceptions—some notable exceptions—Frank Baackes, Otto H. Kahn, Schurz and a few other prominent men of German blood, but the rank and file I firmly believe are at heart favorable to Germany.

It is utterly amazing to me also that the people of this country do not seem to begin to realize the possibilities in store. I have never yet met a man who seemed to think that Germany would ever dream of coming over to these shores. To my mind it is as clear as daylight that if Germany can break the Western line and subjugate France that within less than 60 days thereafter England will be on her knees. It would then be a very short time before Germany would be in possession of the British fleet, and then God help this country! It is pitiable to think of our utter helplessness in the face of such a catastrophe. Therefore, when people ask me what we are fighting this war for I almost lose my temper. It seems to me so clear that we have got to send our troops abroad and lick Germany, with the help of England and France, in preference to sitting idly by waiting for the defeat of France and England, and then undertaking to repel Germany from our shores.

I hope you will continue to emphasize the importance, the prime importance, of the Government at once taking most drastic measures to put down with a heavy hand these pro-German sympathizers and put them in jail, where they belong, and if necessary shoot a few. This country should be made to recognize the fact that we are actually at war; that it is not child's play; that the

free life of this nation and of the freedom of the peoples of the world depend upon our prompt and vigorous action and the utter defeat of Germany.

I saw in an Aiken paper the other day that Cole Blease, ex-Governor of South Carolina, had been making speeches which would tend to prevent young men from enlisting, etc.; in other words, an unpatriotic speech. Why on earth don't they jail him? But I might ask why on earth don't we jail the Mayor of Chicago or the Congressman from this district, William E. Mason? But I fear that Mr. Wilson, wonderful man that he is, has not quite so much of the iron in his soul as might be desirable in these times.

I see in this morning's paper that Mr. Root is advocating exactly the same kind of treatment of traitors that I wrote you about the other day. This Government has been entirely too moderate and too patient with this class of people. It is much better to put out a fire the moment it starts than to wait until it has gained considerable headway. There is no doubt in the world that the pacifists and other pro-Germans are making considerable headway with their propaganda in this country, and it ought to be crushed before it gains too great an impetus. I saw where they had sent Emma Goldman up for a year and then released her on bail. I saw where they sent to the Atlanta penitentiary for 12 months the man who tried to burn down a bridge up in Maine. This last sentence is so ridiculous as to be absurd. That man should have been shot or hung. It would deter others.

#### Need for Vigorous Action to Suppress Pro-Germans Whose Work Means Death to American Soldiers.

BEAL H. WILSON, New Smyrna, Fla.

It does seem to me that the President should at once appoint Colonel Roosevelt or some other equally capable man with full power to deal with the pro-German element throughout the country.

This is only a little town of about 2200 people, but even here there are several men who, if reports are true, do not hesitate to express pro-German sentiments, and perhaps some of them are even now engaged in pro-German activities. This same condition of affairs no doubt exists in every town and community of any size in the country.

You and I may, or may not, have been in favor of our declaration of war, or of the selective draft, but these things have now come to pass, and as I see the situation we are either Americans whole-heartedly with the Government in the prosecution of the war, or we are traitors. There can be no middle ground, nor should there be peace talk at this time.

Judging from newspaper reports from Washington, it is my opinion that there are a few men in Congress who should be taught a lesson in patriotism, and I fully believe that if some of these men in high places were dealt with as they deserve it would have a wholesome effect all over the country.

If some of these agitators were promptly and properly dealt with, it would serve to lessen the number of such disturbances as the one in Oklahoma, and maybe convince Germany that we mean business.

In my opinion, every Congressman who delays needed war legislation is guilty of the death or maiming of hundreds or perhaps thousands of our finest young men, as every delay in our preparation means a longer war.

I am not blaming Congress as a whole, but a few loud-mouthed politicians who are bent upon making political capital out of this war, even if their acts do mean the death of many a fine American boy, scores of whom are far more useful citizens than these would-be Statesmen. Yet these same so-called Statesmen, figuratively speaking, gird their loins with the Stars and Stripes and howl long and loud for honesty in Government and patriotism. May the Lord God of justice and mercy deliver this nation from such patriotism as is being exhibited by some of these men who loudly boast of being Americans!

Every pro-German utterance by an American (?) and every such disturbance as the one in Oklahoma reaches Germany in magnified form and ultimately serves to prolong this war and all that it means.



## Price Fixing Economically Unsound and Destined to Handicap Us in War

NOTWITHSTANDING the fact that world conditions are unlike anything ever known in the world's history, that new methods must be adopted and many economic laws apparently set aside, the MANUFACTURERS RECORD cannot believe this country can safely enter upon a socialistic campaign of regulating all business interests and fixing a maximum price for all products of the farm and the factory.

We say this not in any sense whatever in the interest of the producer, whether he be a farmer or a manufacturer; nor in the interest of the consumer, whether he be the user of bread or the user of iron and steel and coal. Looking at the whole situation broadly, we cannot believe it possible, except in a few rare cases, to undertake to regulate all business activities, even though business men themselves desired Government regulation.

It was doubtless wise for the Government to pass the bill fixing the minimum of \$2 a bushel on wheat for next year's crop in order to make certain that the farmers of the country would increase their acreage. But we do not believe that even this price is sufficient to bring under cultivation as much land as should be put into wheat, for there are great areas in many sections which could not be profitably cultivated in wheat merely on the basis of a guaranteed minimum of \$2 for one year.

In the Dakotas there was almost a complete destruction of the wheat crop last year, and the average yield in a large part of these States was only five or six bushels an acre. These farmers could not produce wheat this year or next year on a basis of \$2 a bushel only and come out whole on the two-year or three-year operation because of the destruction of last year's wheat crop.

We are strongly inclined to believe that, despite the difficulties under which consumers may labor, there should be a free market for wheat beyond \$2 in accordance with the world requirements, while leaving as a minimum a \$2 price in order to stimulate next year's production, regulating the situation to avoid competitive buying by the Allies and our own country, and thus preventing the abnormal conditions existing a few months ago.

Stimulation to the utmost extent in wheat, in corn, in coal, in iron, in steel and in many other things is infinitely more important than lower prices.

There is a growing shortage in pig-iron. The demand apparently is far in excess of the probable production. If capitalists and iron men could be stimulated by the exorbitant price which pig-iron has commanded for the last few months to rehabilitate every idle plant in the country, it would be far better for the country in the long run as well as for world civilization than to reduce the price of pig-iron to a point that would halt the tendency of capital to go into new enterprises.

A few days ago a long-idle furnace in the South, which should have been bought and put into operation in this section, was sold to be torn down and its material shipped to India. Is it conceivable that American capitalists would have missed the splendid opportunity of buying this furnace and operating it under present conditions if they had felt certain that there would be no beating down of prices, and, therefore, no halting in the output of coal and iron? We venture the assertion that every projected coal mine and every projected iron and steel enlargement which has not already been definitely undertaken or the money provided therefor will be held

up by the disposition in Washington to make the price more important than the quantity, until the final decision is reached as to the price-fixing campaign possibilities.

If there is one supreme need in this country above all other needs, it is to produce—produce—produce—iron, steel, coal, ships, wheat, corn and other things. The question of price is not the supreme one. Temporarily high prices may embarrass the consumer of foodstuffs as well as the consumer of coal and iron; but the only final correction of high prices, working under natural economic laws, which can change the situation is increased production due to the opportunity for speculative profits. When this possibility has been taken from the country by an attempt to regulate all prices we may rest absolutely assured that production will be halted, and that in our iron and steel and coal and wheat interests we shall see the same stagnation of new enterprises as we have seen in the railroad world.

The country sadly needs a vast expansion of railroad building. It has needed this for years, but because the country determined that low freight rates were more important than abundance of facilities we have seen for the last five or six years an utter stagnation in railroad building.

We believe that inadequate transportation facilities have cost the country infinitely more than would have been the total cost of the difference between freight rates as now existing and much higher freight rates which would have created the prosperity needed by railroads in order to secure capital. We should have built at least 50,000 miles of railroad in the last ten years in addition to what we did build, and at the same time have greatly increased terminal facilities and rolling stock, in order to take care of the growth of the country. But, carried away by the craze for lower freight rates, though we had much the lowest in the world, legislation by States and by the National Government made the people believe that low freight rates were more important than larger transportation facilities. We are now facing the inevitable disaster.

We believe that in the industrial and agricultural world we shall face a similar condition in the near future if the Government continues to undertake to regulate all prices for all important products. It is to be regretted that the consumer of foodstuffs must pay a high price, but unless he does pay a high price he will starve a few years hence, because foodstuffs will not be obtainable at any price. We are seeing steadily advancing prices in milk, for instance, and there is a great outcry about it, but the milk producers know that they cannot sell milk at the present prices and pay expenses, except in rare cases. There is no power of the Government to increase the number of milch cows over night, nor is there any power in the Government to lessen the cost of producing milk.

We are facing a terrific shortage in wheat at a time when the world is hungry for wheat. Any effort made to hold down the price of wheat will react and make a greater shortage of food supplies in the years to come.

We need a vast increase in coal production, and we should be stimulating by every means in our power every speculative dollar that can be tempted into opening coal mines to take up the work and help to increase the output.

We need to stimulate the building of new furnaces and the rehabilitation of old furnaces, in order to

supply sufficient pig-iron for our own needs as well as for the needs of the Allies.

There must be the enthusiasm not only of patriotism, but of possible profit, in all the business operations of the country if we are to secure the largest results in winning the war. The manufacturers of the nation are in the larger sense displaying far more patriotism, for instance, than the farmers; but if we were to shut off the possibility of a large profit to farmers in the production of foodstuffs and cotton, we would instantaneously decrease the output.

There are certain fundamental conditions which cannot be set aside, and all effort of governments through the ages have demonstrated the futility of undertaking to do so. If every coal operator in the country were heartily in favor of the price-regulating scheme of the Government, this would not change in the slightest the views of the MANUFACTURERS RECORD on the subject; nor would its position in opposition to this price-regulating scheme as a general proposition be changed if it were favored by every iron and steel man in the country. We believe the plan is fundamentally wrong, except in limited cases. There are some cases in which it can be used to advantage, but as a broad, general proposition the price-regulating campaign is, in our opinion, essentially unsound and designed to create confusion, to halt production instead of increasing it, and to become one of our greatest handicaps to success in war.

### "THE SOUTH OFFERS GREAT OPPORTUNITIES."

IN a statement made at Chicago after a return from a trip South, President C. H. Markham of the Illinois Central Railroad said: "The South offers great opportunities."

This remark was never truer than it is today. The Southern States are teeming with business opportunities in all lines of industry and commerce, and shrewd men will select the best of them and proceed to build fortunes thereon. Opportunity is knocking at the door of many a man, and it is "up to him" to recognize and welcome the caller. If he does not, the remainder of his career may be bound, as the great poet puts it, "in shallows and in miseries."

Mr. Markham's words follow:

The South was never more prosperous, and conditions point to another banner year south of the Ohio River. The value of the cotton crop last year amounted to \$1,500,000,000. This year the value will be \$2,000,000,000, and this \$1,000,000,000 more than two years ago. Cotton prices continue high. The crop will equal a medium one, with high prices, which is most desired. Sugar, rice, tobacco and corn are all good crops and command good prices, sugar selling for double what it did three years ago. Cars are moving freer, and there will be no serious trouble moving crops this fall. The South offers great opportunities. I look for high prices for cotton for some time.

These utterances of the Illinois Central's president ring with hearty truth. Wise men will heed what he has to say. Especially welcome is the news that crops will move without serious delay.

### JOHNNY'S CLASS IN GEOGRAPHY.

TEACHER of Geography—Johnny, bound Germany.

Johnny—I can't do it, ma'am. It's in hell.

Teacher—Well, bound hell.

Johnny—I can't do it, ma'am, because its had to be made so much bigger to take in Germany that I don't know how to bound it.

Teacher—William, try your hand at bounding Germany.

William—It is bound all around by lies, and on the east and west by a line of murdered babies and the bodies of outraged and murdered women; it is also bounded on the north, east, south and west and on top by the world's hate, and on the bottom by Hell.

Teacher—That's pretty good, William, for a first trial, but you still have a lot to learn about Germany.

## WHY WE SEND TROOPS TO FRANCE.

**B**ECAUSE we have realized the character of the German people, dominated as they have been during the last quarter of a century or more by the most devilish doctrines ever uncensuringly preached to any people on earth, and because the German people as a whole, and not merely Kaiser Wilhelm and his immediate following, are responsible for the war and all of its horrible atrocities, the MANUFACTURERS RECORD has, from time to time, taken issue with President Wilson's statement that we are not at war with the German people, but with Prussian militarism. Until we get it deep down in our souls that back of Prussian militarism is all of the life of Germany, and that the preachers and the teachers and the people in Germany are upholding kaiserism and all of its atrocities, we shall not begin to comprehend the magnitude of the task upon which we have entered.

There is no room in any honest-hearted man for any pity for a nation which has been guilty of Germany's crimes any more than there should be sentimental pity for the murderer who deliberately, in cold blood, for his own individual, material gain, indiscriminately killed the women and children who stood in his pathway, or for the rapist who commits his unforgivable crime.

Commenting on this situation, and quoting a striking presentation of it by Frederick Harrison, the Wall Street Journal says:

To those who are overemphasizing the claim that this is a war not of the German people, but of a dominant military faction headed by the Hohenzollerns, attention may be called to a letter of Frederick Harrison in the London Times. At the age of eighty-six, he is now the dean of English letters. His life record shows that he never was in sympathy with militarism and has always had all a philosopher's horror of war. But he states an inescapable truth none too strongly. He says:

"The Prussian people are of one mind with Kaiser and army. In all the world's history no race has been so drilled, schooled, sermonized into a sort of inverted religion of hate, envy, jealousy, greed, cruelty and arrogance. Man and woman, girl and boy have been taught from childhood this inhuman vainglory and lust of power. It has grown to be their sole Gospel, Creed, Hymnal and Prayer-book. Britons and Americans cannot comprehend how a great and intellectual people can have come to a cult so satanic."

This is true, and it presents the real peace problem. Peace can only be obtained by the re-education of the German people. Their Foreign Minister submits that might must not make right, but it is the merest phrase, and the people have been taught differently for a half-century.

To any but those who from interested motives or sheer perversity will not see, the talk of a peace based upon German pledges is the merest wind. The German people themselves have been taught that the Government is not bound by pledges where it considers its interests are concerned; that they are made to deceive, to secure an advantage, to take the rival or the trade competitor off his guard. A compromise peace means no more than this, and would establish a condition of competitive armament only less intolerable than war, with a still greater conflict to follow.

At whatever cost, and nobody doubts that the cost will be heavy, Germany must be bound by pledges which she cannot and dare not break. Her national honor is utterly fore sworn. The world will be compelled to do business with her in the future, politically and commercially. The agreements then made must be of that drastic kind which would be made, of necessity, with a convicted liar and cheat.

We cannot and dare not connive at peace based upon the whitewashing of the German people, whose guilt must be brought home to them by the direct and forcible methods which they can alone understand. This is why we are sending troops to France and why we shall ultimately send them to Germany.

## GERMANY SEEKS TO DECEIVE US.

**I**T will be well for the people of this country to give but little heed to the reports which are being widely circulated as to the probable collapse of Germany. We believe that the origin of these reports is Germany itself, and that Germany, in order to cause this country to slacken in its preparation for war, is in this way seeking to mislead this country and the Allies and create the impression that its economic and financial interests are about to collapse. Nothing that comes out of Germany can be accepted with any degree of confidence, whether from the professors in its universities, down or up to the Kaiser, as the case may be. That nation has become the father of lies. If, in order to create a false sense of security in this

country it can unceasingly lie and discredit its own ability to continue the war, we may rest assured it will do so.

There is no safety for us but in preparing on the most gigantic scale for a long war. If by any manner of means the war should be brought to an end by an unconditional surrender on the part of Germany within the next twelve months, all the expenditure and work that we have put forth will be more than justified. We believe, however, that every plan in this country should look forward to the probability of a war at least two years longer, and possibly more.

We may hope for the early destruction of German military power, and we may hope for a collapse of that Government and its unconditional surrender, and nothing but an unconditional surrender should be accepted by the Allies. And yet hope carries the thought of expectation, and, therefore, it is possibly too strong. We may wish for these things, but if we are seriously studying the question, we can hardly hope for them in the true meaning of the word.

## AMERICA'S RELATION to the WORLD WAR

Shall Our Nation Live or Perish?

As viewed by the Editor  
of the  
Manufacturers Record

Published in pamphlet form, in  
response to numerous requests.

See Full Page Advertisement on Page 77.

## A SUGGESTION AS TO OFFICERS' RESERVE CORPS.

**A** READER of the MANUFACTURERS RECORD sends us a copy of an interesting letter which he has written to the Adjutant-General of the Army, raising some question as to how men of family can find a way, with safety to their families, to enter the training camps to fit themselves for the Reserve Army Corps. In this letter to the Adjutant-General our correspondent writes, in part, as follows:

As I am an ex-sergeant, holding an honorable discharge from the First Illinois Infantry, I. N. G., I have felt it my duty as an American to offer my services to my country, but for the following reasons have stood idly by and watched younger men join the colors and the Officers' Reserve Corps.

I am 35 years of age, in good physical condition, married, and am the sole support of my wife and 12-year-old son, also assisting in the support of my mother. When the first call came for men to go into training camps for the Officers' Reserve Corps, I was one of some 200 to attend the first meeting in Atlanta.

The matter has preyed on my mind, and I have thought over many plans whereby a man of my military experience could be of assistance to our country without sacrificing my position for the possibility of passing the examination for the Officers' Reserve Corps. There is, of course, the chance that I would fail, and in that event I would have no position, after spending three months in a training camp, and would be forced to accept anything I could secure, which, at the present high cost of living, would make it problematical whether I could earn anything like the amount I would sacrifice.

I am sure there are a number of loyal Americans in my predicament, and as it would be impossible for a family of three to live on \$30 per month (the pay of a private), it has occurred to me that in such a case as I have outlined there ought to be some provision the Government could make that would enable married men above conscription age to take a course of study at home while still holding

his position, and after a prescribed time take examination for the Officers' Reserve. I know men of my experience are desirable, and, furthermore, there are a great many who would welcome the plan I have suggested.

## BROAD BENEFITS OF EXCESS CAR LOADING ON THE TRANSPORTATION SITUATION.

**T**HE far-reaching influence which the loading of freight cars above the rated capacity will have in relieving the car-shortage situation of the country is strikingly brought out in the following letter received by the MANUFACTURERS RECORD from W. E. Law, sales manager of the Clinchfield Portland Cement Corporation, Kingsport, Tenn.:

CLINCHFIELD PORTLAND CEMENT CORPORATION.

Kingsport, Tenn., August 24.

Editor Manufacturers Record:

As soon as the car situation began to get so serious throughout the country we, in our efforts to co-operate with the railway, advised our representatives and our customers that the capacity of the car would be our minimum car until otherwise advised. While we have the privilege of shipping 40,000 pounds for a carload, we have been shipping as near 10 per cent. above the stenciled capacity of the car as is possible for cement companies to do. During the month of July we shipped 358 cars, averaging 51 barrels to the car, or 47.8 tons per car. We load 173 barrels, or 65,740 pounds, to each 60,000-capacity car; 231 barrels, or 87,380 pounds, to each 80,000-capacity car, and 289 barrels, or 109,820 pounds, to each 100,000-capacity car, and during the month of July we were able to load all of our cars in this manner, and having been able to secure quite a number of 100,000-capacity cars, we averaged 95,390 pounds to the car.

I believe that if all manufacturers and all shippers would make an effort to keep cars moving, and not delay them in loading or unloading, and at the same time use the full capacity of the car, it would in a great way relieve the serious situation throughout the country.

Right here I want to call your attention to the co-operation on the part of our customers, who, realizing the situation, consented for us to ship capacity cars to them when they really did not need more than a minimum car.

Assuring you of our full appreciation of the wonderful good that is being done by the MANUFACTURERS RECORD.

W. E. LAW,  
Sales Manager.

A study of these figures shows that by a 10 per cent. overloading an equivalent of an additional 36 cars was obtained during the month. If this average was maintained for twelve months, it would mean more than 400 cars additional for the year for the Clinchfield Portland Cement Company alone. If all the cement plants of the country, which are now producing about 100,000,000 barrels per year, were maintaining the same average of overloading as the Clinchfield Company, this would mean in the cement industry alone that the overloading would be equivalent to nearly 40,000 additional cars a year. Carrying this estimated saving to all the industries of the country that are able to co-operate in this important movement, it is readily seen that a 10 per cent. overloading, while apparently small in some individual cases, will amount in the aggregate to an equivalent of an enormous number of additional cars per year.

Another interesting point brought out in this letter is the readiness with which consumers have co-operated with the Clinchfield Company by agreeing to receive capacity cars when they do not need more than a minimum car. It is this co-operative spirit between the manufacturer and the consumer which is reflecting in so striking a manner the patriotic willingness of American manufacturers to work closely with the Government in helping it to conserve our resources and provide for the most efficient operation possible in every branch of activity.

The South is a large producer of bulky materials, such as coal, ores, cement, clays, limestone, pig-iron, lumber, etc., and a 10 per cent. overloading by the shippers of these bulky materials, combined with quick handling in loading and unloading cars, will go far toward relieving the car-shortage situation, and not only prove of immediate benefit to shippers and consumers alike, but, what is of the utmost importance, will materially help the Government in so handling the transportation situation of the country that the most efficient operation will be made possible and the fullest possible results obtained.



## "Incorrigible Germany" as Viewed by a Great Educator

WITH false, sickly sentimentality which has no foundation in justice and no recognition in any laws, human or Divine, that demand punishment for sin, there is a growing disposition among some people in this and other countries, working directly, or indirectly, in the interest of Germany to seek to bring about a peace without punishment of Germany and its allies for the awful, unblushing, unrepented crimes which they have committed against all humanity.

This sickly sentimentality is, as we have recently said, born in the same atmosphere which develops some sickly, sentimental degenerates, lacking all moral fiber, in the female world, who flood the cells of the vilest criminals with flowers and scented notes. These women, often posing as intelligent human beings with ordinary moral instincts, have something lacking in their character which causes them thus to honor human brutes, regardless of the crimes committed, and who fain would save these brutes from any punishment, and would turn them loose, if they had the power, to prey upon the world again, are typical of the people who would save Germany from just punishment for the countless lives lost because of its awful crime in bringing on this war.

The men and the women in this country who are trying to favor peace for Germany without punishment and reparation are of this class, and the nation needs to be warned against them.

Dr. George Trumbull Ladd, professor emeritus of philosophy, Yale University, in an illuminating article entitled "The Spectacle of Incorporrigible Germany," in the New York Times, discussing this phase of the situation, says:

It is a mark of the low ethical standards of the present age that it shows such reluctance to the word "punishment" as applied to a defeated but still incorrigible and unreformed Germany.

Elsewhere in the same article he says:

The very conception of the restoration of a status quo ante as the basis for a just and enduring peace is grimly, satanically, absurd. No nation, belligerent or neutral, conquered or conquering, can possibly return or be returned to its state, material or spiritual, as existent before the war. How shall Belgium, her soil invaded, her property almost completely looted, her villages burned, her babes and old men and women massacred, her maids and married women, and even her nuns, violated, her working population deported and enslaved—how shall a ruined and depopulated Belgium be restored to its condition before the war?

In scarcely less degree of earnestness mingled with irony might one ask the same questions concerning France and Serbia. With an even greater feeling of indignation and horror might we ask the same questions concerning Poland and Armenia; Poland, in some parts of which it is said, with an almost literal exactness, not a single child under seven years of age has escaped starvation; and Armenia, whose slaughtered men and ravished women are to be counted by the hundreds of thousands.

These are the results of the deliberate crimes of the Government to which the German people have all too willingly submitted themselves, and to which their university and religious teachers have committed, commended and cherished its boasted system of kultur. Anything approaching restoration to the status quo ante is, for these fearful wrongs and crimes, quite impossible. To speak of it as a satisfactory solution of the problem of peace is talk that is not simply foolish—it is immoral. Such follies and crimes appeal to Heaven and to just men for punishment. . . .

Nor should we be deceived by the socialistic slogan of a "peace without indemnities (or reparation) and annexations" (or readjustment of the geographical boundaries and political relations of the now contending peoples). Without indemnities (or reparation) no approach to the material status quo ante can possibly be made; not to say that no punishment can be administered to those whose folly and guilt involved the world in such a dark night of suffering and disaster. Nor are the justice and the prudence of a return to France of the provinces of Alsace and Lorraine; of the unification of the Poland that was torn into three parts, as robbers divide their spoils, by three of the now belligerent nations; of the rectification of the frontiers of Italy, or the readjustment of the territories and political relations of the peoples of the Balkans, or the freeing of Armenia and Syria from the horrors of a Teutonic-Turkish rule, or of the expulsion of the Turks from Europe, to be discredited by speaking of them as though they were changes urged by the lust of conquest and gained by immoral uses of superior force.

In discussing "Incorrigible Germany," Dr. Ladd, among other things, says:

Every month of time and every turn in its affairs demon-

strates more clearly that the German nation, Government and people, have for the time being, if not permanently, quite lost the power of self-correction. This is true as to the issues of sound judgment, as to the values of conduct and character, and as to the ideals of humanity and religion. In an article published in the Hibbert Journal January, 1916, to which the editor gave the title "The German Mind vs. the Human Mind," I called attention to this fact and made some attempt at its explanation. It seemed to be due to sixty years of strenuous and ever more dominant and materially successful kultur, acting upon the strong but morally rank and barbarous centuries—old characteristics of an originally insignificant Teutonic tribe, that, under the rule of ruthless force and diplomatic wile, had succeeded in Prussianizing other Teutonic peoples, and had now broken forth to do the same office, by the use of the same methods, to the whole of Europe and the Near East, with the intent finally to fulfill its mission, thus conceived, in the remainder of the civilized world.

By this time, however, the astonished nations outside of Germany have been forced, at least in a superficial way, to understand Germany. The boastful and arrogant estimate of its own superiority and its ungenerous depreciation and scorn of others; the essential immorality of its theory of the State, which claims unquestioning obedience to bureaucrats and soldiers under the control of a man who still maintains the antiquated pretense to be God's Vice-Regent and politically irresponsible to the body of the people; the hypocritical claim that Germany was attacked and its freedom menaced, and that it began the war in self-defense; its innumerable horrid crimes of robbery, arson, rape and murder, promptly begun and still continued, but also still justified by its theory of "frightfulness"; its still more disgustingly hypocritical and dangerous efforts to make its own people and the world believe that it is fighting for an honorable peace, for the small neutral States and for the freedom of the seas—the truth concerning all these major interests, which are still at stake as acutely as ever, is quite universally recognized by the "Human Mind." But into the mass of the "German Mind" at home, and into its thin sprinkling over this and other foreign countries little or none of this sort of truth has as yet penetrated.

In speaking of Germany as still incorrigible, it is, of course, not meant that either the Government or the people have not since the war begun undergone great changes of opinion and sentiment as to the wisdom of its undertaking, or the success of the methods employed, or the issues likely to be secured by its continuance. On all these matters there is no doubt at the present time a growing divergence of opinion.

The kind of victory which both Government and people coveted and expected at the beginning they now know is lost. They are intensely weary of the war, and in spite of their continued bragging by no means so sure of its ultimate issue. The ruling classes are more and more uneasy about the continuance throughout the war, and after the war, of their practically unlimited power. The people, especially the rank and file of so-called Socialists, are determined that some limit shall be set to this power as one of the issues of the war.

One or two of the newspapers have ventured spasmodically to question some of the country's crimes and follies, not only in the initiation and conduct of the war, but in the very constitution and execution of its system of kultur. Herr Haase has even dared to rise in the Reichstag and, with the voice of an ancient Hebrew prophet, tell his people what they are and what they have been doing, as an intelligent Englishman, Frenchman or American would tell them if he were invited to express the world's opinion of Germany before its politically impotent body of merely nominal lawmakers. And we have not heard that Herr Haase has been suppressed by bar, or gunfire, or halter.

But the fact still remains that the nation shows no clear signs of coming to its senses in respect of any of those theories and practices which have brought upon it such overwhelming disaster, have made it hated and detested by the world of civilized men, and are at this very moment near to drowning the whole of modern, not to say Christian, civilization in an ocean of salt tears and blood. We still behold the fearful spectacle of an incorrigible Germany; boastful, arrogant, insulting, false, ruthless, cruel and essentially immoral as ever. Such are the men in control of this unfortunate and disgraced nation.

Let us now see how true this statement is of all the dominant classes in the life of the German people by briefly considering them one by one.

That the ruling classes who, in the recent change of the Ministry, have temporarily strengthened their grip upon the nation have no intention of confessing failure and reforming their foreign policy scarcely need be subject of more than an unqualified statement. To prove it needs no argument. In their views of Germany's rights and destiny, and of the morality of its methods for realizing its aims, and in their plans for controlling the essential issues of the war they have deliberately brought upon the world, these men at least are incorrigible.

Their nominal head, the Kaiser, has never been slow nor notably modest about revealing to the world his thoughts on all these matters. From the psychological point of view he is, indeed, a man of abnormal temperament. The exercise of power, the surrounding atmosphere of flattery, the absence of firm and effective control from those older and wiser than himself have from his boyhood upward exercised upon this temperament the customary result. They have developed a sort of megalomania. He has been bitterly disappointed by the results thus far attained by the war; in a way he has probably been sobered. But there is no sign

that he has been, and no reasonable hope that he will be, essentially changed. We can scarcely expect him, even in the purely formal manner of that redoubtable rascal Yuan Shih-kai, or the recently enthroned and as quickly de-throned boy Emperor of China, to confess to his truculent Deity responsibility for the woes and crimes of his empire. It is doubtful whether he will endure even the death-bed repentance which visited the "Old Buddha," of whom Prince Ito once told me: "My friend, Li Hung Chang, wanted me to speak to the Empress about the necessity of reforms," for, said he, "when I speak to Her Majesty about such matters she flies into such a rage that I am obliged to escape from her presence." All the more for this reason do we accord to William II of Germany the credit of sincerity. But in such cases sincerity heightens incorrigibility.

As to the Crown Prince, all we know of him creates the impression of a character that does not fear God, or respect the rights to property and life of men, or protection of women. Neither does our knowledge of Von Hindenburg, of the General Staff, of Von Tirpitz, and the major leaders of the army and navy of Germany encourage us to look for any increase in sanity of mind, or improvement in moral consciousness, or radical change in methods or aims as to the final issue of the war. As long as they can command the nation's waning resources of blood and iron they will fight on without the wish or the will to reform mind, heart, conscience or manner of conduct. They have lost the power of self-correction.

Nor is the state of the case as shown by the petty nobility, the men of the Count zu Reventlow type, and the body of the so-called Junkers, any more hopeful. As to the manufacturers of the Krupp type and the Hamburg merchants, nothing but the actual loss of all the fruits, past and prospective, of their hitherto so successful industry and commerce will bring them to tardy, if superficial and insincere, repentance and reformation.

When we turn to consider the effect of the war on the classes to which the people should look, and ordinarily do look, in all properly organized and administered modern communities, especially if they bear any resemblance to the character demanded by a so-called Christian civilization, the prospect is even more appalling. Those who have the office of instruction and of rebuke and correction committed to them as in some real and supposedly effective fashion seem almost more than any other classes to be debased in judgment and corruption in their moral and religious ideals. They seem incorrigibly so. This is not so strange when we consider that these men have been not only the products, but the veritable producers of the kultur which has ensnared and corrupted the nation at large.

We are not, then, likely to learn that any one of the ninety-three leading representatives of German science and art who, at the dictation of the Government, servilely signed their names to the six monstrous lies (the six "Eis-ist-nicht-wahr") of that remarkable proclamation, will confess to the dishonesty of his procedure and the falsity of the statements to which they bore witness. Of this list no one has been more incorrigible than the distinguished theologian Harnack, who, born in Russia of Lithuanian ancestry, has always taken most scrupulous pains to make himself solid with the Prussian Government in seeming disregard of the means employed to secure this end. Doubtless in one respect, however, he would wish to reverse his judgment, namely, as expressed in the public address in which, to emphasize his scorn of England, he went so far as to couple the United States with Germany as the only two nations in the world that were really civilized.

Just recently the Faculty of Bonn has memorialized the Government not to make any more offers of peace to her enemies until they have been brought upon their knees and forced to sue for the indulgence of an already victorious Germany! Yet even to these professors we would not wholly deny the merit of sincerity. For who can measure the limits of incorrigibility for minds that have all their lives long, in all activities touching ideas and ideals, political, economic and social, been framed into the Prussian system of kultur?

### THE WAR AS VIEWED BY JAPAN.

THIS is no ordinary war. It is an issue between common morality and an inhuman system of calculated aggression which render all friendly intercourse impossible. The welcome fact that the United States stands side by side with the allied powers is a guarantee of early victory, and his Imperial Majesty hails it as such with deep gratification.

The foregoing illuminating statement of the war of immorality upon world morality was made by Viscount Ishii of Japan in presenting his credentials to President Wilson.

How clearly the Japanese have appreciated the meaning of this war is strikingly presented in this statement, and yet there are some people in America so lost to all sense of international, national and individual morality, so bereft of all reason in the face of this great world contest, that they cannot understand why the United States is at war. Their darkened souls are unfit by any mental intellectuality that would enable them to see right from wrong or to appreciate the responsibility of individuals and of nations to safeguard human affairs.

But the Japanese are not so, for Viscount Ishii has clearly expressed the real meaning of this war.

### THE MOTOR TRUCK AN IMPORTANT FACTOR IN FREIGHT TRANSPORTATION.

AN indication of the practical possibilities of hauling freight by motor truck between distant points is given in the successful results of a motor-truck line established several months ago between Akron, O., and Boston, Mass., by the Goodyear Tire & Rubber Co. This line was inaugurated last April with one five-ton truck running on a regular seven-day schedule. The truck carried tires to the Boston branch of the company and returned laden with tire fabric from the Goodyear cotton mills at Goodyear, Conn. So successful has this innovation proven that three additional trucks have been provided for the line, and the four trucks are now making regular runs on schedule time between the Akron factory and the company's Eastern branches.

This concrete example of the use of the motor truck for handling freight is but one of a number of instances where the motor truck is proving its efficiency and at the same time materially aiding in relieving the burden under which the railroads are now working.

In the industrial and commercial activities of the country, as well as in the hauling of farm products, there are many places where the motor truck would prove an economic factor in freight handling, and it will not be long before regular motor-truck lines will be in active operation in all parts of the country, hauling products of all kinds between distant points.

Just as this equipment has proved practical for local distribution, so will it be bound to expand and become an important factor in helping to solve the country's problem of national distribution.

This expansion, however, must necessarily be only in proportion to the extent of the establishment of permanent through highways, both State and Interstate. As the country requires the development of every means for transporting goods more now than ever before, the need of permanent through highways is all the more emphasized. These highways will prove a vital factor in relieving the congested freight condition of the railroads. It is important, therefore, that every encouragement and assistance be given to those progressive communities that are now endeavoring to improve their roads. Some of this work has been held up because road materials and equipment have not been included among the preferred freight movement, but, considering how improved through highways will ultimately help to solve freight congestion by making motor-truck transportation possible, it would seem to be a broad policy to include road materials among the classifications for preferred freight movements.

Undoubtedly motor-truck transportation is rapidly becoming an economic factor in our business life, and every encouragement should be given to allow it to expand as broadly and rapidly as possible, especially at this time when every means of transporting freight should be utilized to its fullest extent.

### DANGER OF CONVEYING FALSE IMPRESSION AS TO CROPS.

THE Food Administration, through its Public Information Department, recently issued a notice in regard to the decreasing supply of dairy products, and in connection therewith said:

First, it is to be hoped that the forthcoming abundant harvest will result in lower prices of food and diminish the temptations to sell the cattle for meat.

We regret that the Food Administration has fallen into the serious blunder which has been constantly committed by the Agricultural Department. The forthcoming harvest is not an abundant one, considering the needs of the country. It is not an abundant one, considering the vacuum created by the fearful disaster brought about by last year's crop. It is not an abundant one, considering the fact that the decrease in grain and other foodstuffs last year was nearly 1,400,000,000 bushels compared with the preceding year, creating the greatest shortage ever known in the food and feed supply of the country. The harvest of this year would not be abundant, considering the world's needs, even if we

had had fairly good crops last year, but, on the contrary, would only be equal to our actual needs, whereas we must now take up the slack from last year's shortage and help to feed the starving millions in Europe.

The Food Administration has thus far made very few mistakes in the information that it has sent to the public. Indeed, most of its reports have been models of accuracy, but it is a mistake to call the forthcoming harvest an "abundant one." We cannot look for any material decline in the price of foodstuffs based on this year's harvest. We must face the situation squarely and seek to overcome the condition by arousing the country to the world shortage in food, and not create false impressions as to "an abundant harvest," for which misinformation the Department of Agriculture is mainly responsible.

### THE SOUTH'S WONDERFUL AGRICULTURAL PROSPERITY.

THIS year's grain crop in the South will likely exceed by \$1,000,000,000 the value of last year's cotton crop, which amounted to nearly \$1,500,000,000, which was by several hundred million dollars the most valuable cotton crop ever produced.

This year's corn crop in the South, based on August 1 conditions, will probably exceed 1,200,000,000 bushels. At a low valuation of \$1.50 per bushel—and we think it will equal this on the average during the year—this crop alone would be worth \$1,800,000,000, or \$300,000,000 more than last year's wonderful cotton-crop valuation.

The value of the South's wheat crop, on the basis of \$2 per bushel, which is probably below the average at which it will sell, would be \$283,000,000, while oats, rice and rye will likely yield \$175,000,000 or more.

The value of these grain crops, therefore, if the average price does not go any higher than the figures quoted, would be about \$2,250,000,000, but we believe the final valuation will come near \$2,500,000,000.

The potato crop of the South, including white and sweet potatoes, promises to be worth more than \$180,000,000.

These are wonderful illustrations of the amazing values which the South will this year receive for some of its agricultural products.

The total quantity of grain—wheat, corn, oats, rice and rye—will probably be not far from 1,600,000,000 bushels.

### SATAN'S GREATEST ASSET.

#### "SHEPPARD Bill Destroys Our Most Sacred Rights."

This is a statement from a sheet addressed to the newspapers of the country, issued by the National Wholesale Liquor Dealers' Association.

The "sacred rights" destroyed by the Sheppard bill, we suppose, are the "sacred rights" of men to make drunkards of themselves.

The "sacred rights" to beat their wives and children in addition to starving them.

The "sacred rights" to immorality of every form.

The "sacred rights" to be guilty of every crime destroying body and soul.

The "sacred rights" to become common drunkards and loafers, dependent upon the community.

The "sacred rights" to become insane and to fill the asylums with insanity.

The "sacred rights" to destroy all that is good and moral and to supplant it with all that is bad and immoral.

These are the "sacred rights" which are to be destroyed by the Sheppard bill. But do any of the people in this country want to claim the "sacred

rights" of drunkenness, of wife beating, of family starvation, of immorality, of insanity, and of all the other curses which follow the "sacred rights" claimed by the liquor traffic of the country? These "sacred rights" are very dear to Satan and all his cohorts in the liquor traffic. They are Satan's greatest asset, and Satan and those who are working with him to destroy humanity and to ruin souls naturally resent the loss of their "most sacred rights."

### NO "CONDONATION" OF CRIME.

COMMENTING on the Pope's peace proposal, the Christian Science Monitor of Boston, which, through all of this war has been unsparing in its denunciation of Germany's fearful crimes, states the case clearly when it says:

Now, what has the Pope's proposal to say to this—simply "condone." And that is only one example. Every similar action of a similar nature is to be condoned in a similar way. The women and children of the United States drowned in the sinking of the Lusitania are to be forgotten, and their country's epitaph to them is to be summed up in the word "condonation." The women and children killed in the air raids on the open city of London, humorously termed by the Germans the "fort" of London, are to be forgotten by the United Kingdom, which is to condone the offense. In short, the United States is either to repudiate every word of Mr. Wilson's, in his famous address to Congress and in his equally famous Flag Day speech, and in that act of repudiation tacitly to admit that the terrible list of accusations, piled up by him against Germany, were mere trumped-up charges, or it is to insist that all those terrible charges are true, and by a supreme act of condonation to encourage the perpetration of fresh acts of a similar nature in the future.

Let there be no mistake whatever as to what all this means. It means that at the demand of the sympathizers with Germany, at the requirement of all the traitors in the country, at the insistence of the whole body of pacifists, the United States of America is to admit that the charges brought solemnly against the enemies of the country by their President before Congress have no existence in fact, or else that the country has so little faith in the power of good, and such an overwhelming fear in the power of evil, that it is prepared to condone all these enormities, or, in other words, having set its hand to the plow, to turn back from the plow and to support the declarations of its President with the word surrender.

### COSTS SOME FARMERS 40 CENTS A POUND TO RAISE COTTON IN TEXAS THIS YEAR, FARMERS DECLARE.

AN average of 40 cents a pound is declared by cotton farmers of Texas to be the cost of producing Texas cotton this year. A committee of the State Farmers' Institute of Texas has, therefore, recommended that the minimum price for cotton be fixed by the United States Government at 30 cents a pound and the minimum price for cottonseed at \$80 per ton. The committee declares it has found that cotton cloth has advanced to a figure equaling from 40 cents to 50 cents a pound for raw cotton to the farmer, so that even if the price were raised to 40 cents and stabilized, there should be no occasion, it declares, for an advance in the price of cloth.

To back up the position taken, the committee presents an array of statistics dealing with the increased cost of food, feed materials and everything entering into the cost of production. It is stated that the labor cost is 50 per cent. higher than before the war; feed material two and one-half times as high; depreciation on stock and equipment 50 per cent. higher; overhead expenses and taxes, etc., 50 per cent. higher, and seed three times as high.

The estimate of largely increased cost is also based on the short crop. Where a bale of cotton is raised per acre, the cost is figured at one-fourth of the cost of production today, as present conditions indicate that this year's crop in Texas will not show over a fourth of a bale per acre on the average, giving for this year something less than 3,000,000 bales for the State—a phenomenally low production.

The report of the committee, extracts from which are given in correspondence from Austin, Texas, in another column, will be interesting to all those who are figuring on probable cotton prices for the coming year, and whether its conclusions are accepted or not, it throws an interesting sidelight upon the situation.



## President Wilson's Call to the World's Honor

PRESIDENT WILSON, in his reply to the Pope's message, has sounded the clarion call to all honest, true-hearted men and women throughout the world. In this presentation of the world situation he makes an appeal to mankind which must stir every impulse for right in this and every other land. His scathing denunciation of the Imperial German Government is probably the most biting, vigorous statement ever made by one great government against another. The word of these rulers of Germany who have brought upon the world such voiceless woe cannot be trusted. No treaty or contract or promise made by them is worth the world's consideration. No "word of honor" which these men could pledge is, according to President Wilson's magnificent statement of the case, worthy of acceptance. "The American people," he says, "have suffered intolerable wrongs at the hands of the Imperial German Government," and yet there are people in this country who claim that we have had no cause for war! It is a scathing, fearful but literally true characterization of the men whom Germany still permits to rule.

What a marvelous statement is the following:

"The object of this war is to deliver the free peoples of the world from the menace and the actual power of a vast military establishment controlled by an irresponsible government, which, having secretly planned to dominate the world, proceeded to carry the plan out without regard either to the sacred obligations of treaty or the long-established practices and long-cherished principles of international action and honor; which chose its own time for the war; delivered its blow fiercely and suddenly; stopped at no barrier either of law or of mercy; swept a whole continent within the

tide of blood—not the blood of soldiers only, but the blood of innocent women and children also, and of the helpless poor; and now stands balked, but not defeated, the enemy of four-fifths of the world."

In closing President Wilson says:

"We cannot take the word of the present rulers of Germany as a guarantee of anything that is to endure, unless explicitly supported by such conclusive evidence of the will and purpose of the German people themselves as the other peoples of the world would be justified in accepting. Without such guarantees treaties of settlement, agreements for disarmament, covenants to set up arbitration in the place of force, territorial adjustments, reconstructions of small nations, if made with the German Government, no man, no nation could now depend on."

Probably no such statement was ever before made by one world leader against the rulers of a great country. For all time to come this arraignment will be burned deep into the life of Germany.

Not only this nation, but every nation on earth will feel the quickening power of this call to all humanity to uphold the honor of nations as of individuals. Once more President Wilson has made the world his debtor.

Every man and woman on earth who loves peace and honor, who regards the safety of women and children, who hates barbarism in its most rampant form, should thank God and take courage that this mighty nation, led by President Wilson in this battle cry of civilization, pledges itself to redeem the world from Germany's efforts to wreck and ruin and on the graves of outraged and murdered civilization build its structure of world domination.

## CUR DOGS AND THE NATION.

SENATOR WEEKS of Massachusetts, in an address to a meeting of wool growers, said he intended to introduce a bill fixing a national tax on dogs. As a revenue producer we do not suppose a national dog tax would commend itself to financial experts, but, at that, a thoroughly enforced law taxing dogs would raise the taxing capacity of this country materially by reducing the annual slaughter of sheep and by making sheep growing possible in regions where dogs now make it impossible.

Cur dogs are the common carriers of rabies; they are the favorite breeding ground of the festive flea; they are sometimes dangerously savage and they consume great quantities of food that ought to be saved for pigs, chickens and more useful creatures.

Therefore, we look with favor upon any means for the reasonable suppression of cur dogs.—St. Louis Republic.

Why should not the dogs produce a revenue? It is estimated that there are 25,000,000 in the country. Their maintenance cost runs into hundreds of millions annually, and their sheep-killing propensities reduce by many millions the number of sheep that would be raised. Dogs should be war-taxed at from \$2 to \$5 each as a minimum. This would produce a revenue of \$50,000,000 to \$100,000,000 or more, lessen the number of dogs and encourage sheep-raising.

August, 1914—August, 1917.

[Facts and Figures.]

Under the above heading the MANUFACTURERS RECORD of Baltimore speaks with something of a divine thrill of the entrance of this country into the world war at the end of its third year. Mr. Edmonds, the inspired editor of the journal, calls our soldiers the Saviors of Civilization. The title is well justified. Says he:

"Three long years of woe and sorrow such as the world never knew, three years of a desperate death grapple between the forces of hell unloosed on earth

through Germany, and the forces of Divine Right fighting for God and humanity.

"As sure as Almighty God lives and rules, right shall conquer might, good shall overmaster evil, though the road to victory may be long and bloody.

"If ever on earth God spoke to men and called them into His service, He has called this nation to its mighty task—and everywhere fathers and mothers should realize that God is honoring their sons as He calls them into the noblest, the most heroic, the sublimest and the holiest work to which men ever dedicated their lives.

"The very angels of Heaven might well envy the men who, as Soldiers of Civilization, follow the Redeemer's example and offer their lives that others may be saved. And from their mighty sacrifice and suffering shall be born a new earth and a new Heaven of enduring peace."

What man, reading those impassioned words, is not filled with an exalted sense of the greatness and nobility of the work of our soldiers in relieving the intolerable sufferings of those trodden by the iron heel of the enemy and in bringing freedom and justice to all the world!

## How He Regards Its Work.

GEORGE HARDY PAYNE, Paterson, N. J.

I do not know of any business paper that I receive that I am so glad to see come to the desk as I am the MANUFACTURERS RECORD, one of the papers that is not afraid to honor God, as your editorials have so positively manifested. I have been greatly impressed with the Prayer of the Defenders on Land and Sea, and wish that I could have 200 copies if you could spare them, and I will send them out where I feel they will prove a blessing and a help to others.

I wish the MANUFACTURERS RECORD—mighty power in everything it publishes, and I am sure that your publication is being used of God to carry a message such as I see in no other publication.

## Tribute of a Canadian Father to a Son Who Died in Belgium.

[Edward Markham, the poet, under the unpatriotic title "I Did Not Raise My Boy to Be a Soldier," wrote this stanza:

"O mothers, will you longer give your sons to feed the awful hunger of the guns? What is the worth of all these battle drums if from the field the loved one never comes? What all these loud hosannas to the brave if all your share is some forgotten grave?"

Dr. James L. Hughes, for over 40 years Superintendent of Education of the schools of Toronto, Canada, answered this poem. Greater significance is given to the answer by the fact that Dr. Hughes' own son was killed in battle and lies in Belgium. His answer was first published in the Christian Guardian of Toronto, and is republished by us with some slight corrections made by Dr. Hughes for the MANUFACTURERS RECORD. Herewith is Dr. Hughes reply to Markham.—Editor MANUFACTURERS RECORD.]

God gave my son in trust to me;  
Christ died for him, and he should be  
A man for Christ. He is his own,  
And God's and man's, not mine alone.  
He was not mine to "give." He gave  
Himself that he might help to save  
All that a Christian should revere,  
All that enlightened men hold dear.

"To feed the guns!" Ah, torpid soul!  
Awake, and see life as a whole.  
When freedom, honor, justice, right  
Were threatened by the despot's might,  
With heart aflame and soul alight,  
He bravely went for God to fight  
Against base savages whose pride  
The laws of God and man defied.

Who slew the mother and her child,  
Who maidens pure and sweet defiled.  
He did not go "to feed the guns";  
He went to save from ruthless Huns  
His home and country, and to be  
A guardian of democracy.

"What if he does not come?" you say.  
Ah, well! My sky would be more gray.  
But through the clouds the sun would shine,  
And vital memories be mine.  
God's test of manhood is, I know,  
Not "will he come?" but "did he go?"  
My son well knew that he might die,  
And yet he went, with purpose high,  
To fight for peace and overthrow  
The plans of Christ's relentless foe.

He dreaded not the battlefield;  
He went to make fierce vandals yield.  
If he comes not again to me,  
I shall be sad, but not that he  
Went like a man—a hero true—  
His part unselfishly to do.  
My heart will feel exultant pride  
That for humanity he died.

"Forgotten grave!" This selfish plea  
Awakes no deep response in me.  
For, though his grave I may not see,  
My boy will ne'er forgotten be.  
My real son can never die;  
'Tis but his body that may lie  
In foreign land, and I shall keep  
Remembrance fond, forever, deep  
Within my heart of my true son  
Because of triumphs that he won.  
It matters not where anyone  
May lie and sleep when work is done.

It matters not where some men live;  
If my dear son his life must give,  
Hosannas I will sing for him,  
Even though my eyes with tears be dim,  
And when the war is over, when  
His gallant comrades come again,  
I'll cheer them as they're marching by,  
Rejoicing that they did not die.  
And when his vacant place I see,  
My heart will bound with joy that he  
Was mine so long—my fair young son,  
And cheer for him whose work is done.

At the 1917 session of the Georgia Legislature, which closed August 15, a bill was passed creating a State Bureau of Markets and appropriating \$15,000 for the expenses for the first year. It is stated that there is reason to believe that the State Market Bureau will accomplish much good in finding markets for products and in securing increased production to meet the unusual demand for foodstuffs during the war.

## Price Fixing Checks Production Theorists Creating a Dangerous Situation

[Special Correspondence Manufacturers Record.]

Washington, D. C., August 27.

Production is slowing down all over the country.

The slump is particularly noticeable in the industries primarily depended upon for the supplies of war materials and in connection with the vigorous prosecution of the war.

The change has been produced by the price-fixing program of the administration. Its first workings have been to defeat the purpose it was supposed to accomplish.

Some of the bituminous mines are now closing down, their owners having notified Washington that they cannot operate at the price set by the Government under the authority contained in the food control bill.

It is known that the large copper mines are not turning out more than 40 per cent. of their maximum output at the present time. This, in part, is due to labor troubles, which doubtless have been fomented to a considerable extent by anti-American agencies, but is to some extent due to the uncertainty of the copper miners as a whole, on account of their apprehension for the future, with a copper "dictator" slated as a prospective extension of the administration program of price-fixing.

Many of the smaller steel mills have expressed alarm over the price-fixing program.

Patriotic business men everywhere look at the situation with genuine concern, not so much for themselves as for the effect it will have on the welfare of the country.

In the main, they are assuming the attitude of an onlooker. This does not represent their choice of positions or a condition of acquiescence in the drift of things. It means rather that they have been given the hint to stand aside while the Government runs affairs. Neither their advice nor their aid is desired, except as concerned in the stimulation of production without the means to do so, and as the making of bricks without straw has never been the task of intelligent business, they do not know how to proceed.

Thus far the assumption has been that business alone has been ignored in the modern method of price-fixing and production control. The real facts are that labor has been ignored to an equal extent.

The whole system in its present workings is one that is pitched on the highest key of altruism. As with all such systems in theory, there is too often manifested the keenest concern with regard to disturbed conditions afar off, while neglecting to prepare against the occurrence of the same conditions at home. In the simplest field of economics this sentiment has been satirized in the kind reformer who knits woolen socks for the little sufferers in Darkest Africa, while her own children are without foot covering in a more inhospitable clime. The difference between the two sets of altruism is rather one of degree than of kind.

It is known that before the appointment of Dr. Garfield as the price-fixing head of the coal industry representatives both of the coal operators and the coal miners submitted to President Wilson the proposition that a committee be formed to pass on coal prices at the mines, such committee to consist of a representative of the mine owners, a representative of labor and a member of the Federal Trade Commission. This proposal was flatly rejected by the President, who appointed Dr. Garfield over the protests both of the operators and the miners.

The slowing-down process, by a natural law of business, has extended already considerably beyond the limits of the immediate application of price-fixing. Through the operation of this law its effects are becoming apparent in the field of investment as well, and this, in turn, reacts against the extensions of existing industries or the development of new lines of enterprise.

Adding to this undesirable trend is the effect of the legislative tendencies in Congress. The increases in super taxes over and above normal taxation, which are growing in favor among Congressmen, is now serving as an effectual deterrent to investments in business enterprises of any sort. Moreover, business that was formerly active is holding back. The penalty on expansion is too great to be risked. Price-fixing, present or prospective, renders the outlook uncertain, and the in-

centive to risk the chance of profit is checked by the knowledge that success will immediately bring the business man within the clutch of confiscatory legislation.

This situation is akin to those operative in China or Turkey, where success marks the venturer as the legitimate prey of those governments. Not to succeed in business in either of the governments mentioned is the only sure road to safety. While the American business man is loath to admit the presence of the same principles in force in America, he scents the trend.

By a strange phase of the situation, the Government is also placed in the attitude of aiding to bring these conditions about to a still further degree. With business initiative called upon to meet the "increasingly growing demands of the great war," and at the same time threatened with being penalized if it shows evidence of expansion or prosperity, there is the alternative of investing in Government bonds, the same to be exempt from taxation.

At the first call capital from all sources—and it is capital, whether possessed by the rich or the poor—hastened to invest from patriotic motives. Thus the \$2,000,000,000 "Liberty Loan" was not only raised in record time, but was vastly oversubscribed.

Shortly there will be a call for a similar loan, probably amounting to \$3,000,000,000. There is no doubt that it will be promptly met. Under existing conditions the motives may be somewhat mixed this time. With investments in business enterprises made unpopular by the threat against "war profits" and the expectation of small profits, or no profits at all, as a result of arbitrary price-fixing, why should not the war bonds be oversubscribed again? The question of where the Government will come out in the process is not settled as it should be, however.

In the opinion of the best business judgment of the land, there will have to be a change. As it regards the situation, a little of the altruism will have to be manifested at home. A striking instance of doing things better has been presented by Great Britain. It is admitted that the ocean freight rates charged by British shipping have been exorbitant. But Great Britain has stepped in and taken 80 per cent. or more of the so-called "excess profits" of that trade as made possible by the war. The Allies have uttered little or no complaint. The main cry of anguish has come from Germany, which notes that despite the submarine warfare British shipping is still strong and prosperous, and that the nation that protects it continues strong also.

The same methods might well be adopted here. By permitting large profits the Government would not only stimulate production, keep labor active and contented at a good wage and strengthen the nation, but would also establish a permanent basis from which to draw its war revenues for an indefinite length of time. In no respect does the present method of procedure promise to accomplish these results.

### Louisiana Preparing to Increase Its Food Supply.

New Orleans, August 22—[Special.]—The rice production of Louisiana will be increased by from 200,000 to 250,000 bags by the rehabilitation of the old Schell Canal, in the Opelousas section of the State, now owned by J. W. Billingsley and associates of New Orleans. Two thousand acres have been pledged to the project, and as soon as the necessary 7500 acres have been pledged the rehabilitation will commence. Something like 14,000 acres will be made available for rice cultivation by this project, and one and perhaps two new rice mills will have to be built at Opelousas to take care of this increased rough rice production.

A new rice mill with a daily capacity of 1200 bags will begin operations at Gueydan, La., about September 1. It is owned by the Nutro Rice Milling Co., of which Henry Gueydan is manager.

Two more sugar factories, inactive for the past several years, have been added to the list of old houses that are getting back into the sugar manufacturing game under the encouragement of big sugar

prices. They are the New Hope factory of the Miles Planting & Manufacturing Co. and the St. Emma factory of the Bartons, both located near Donaldsonville, Louisiana.

It is usual at this time of the year for many contracts to be made for sugars to be delivered in the coming grinding, but fear of the anti-hoarding and speculative clauses of the Food Control bill has stopped practically all buying of this kind now.

It is reported that all arrangements for manufacturing rice-char for use for refining during the 1917 season have been made, and it is said that the largest sugar factory in the State will use it in refining this year's output.

Two species of war-created activity now give the Southern cottonseed interests the right to claim that they are doing their part very well toward the advancement of America's war aims.

The first is cottonseed flour, which, used in combination with wheat flour in the ratio of one to four, produces as good bread and cake as can be made with wheat flour.

Here and all over the South the great plants that are making cotton oil are reclaiming from the oil its glycerine content, and this glycerine is being sought after and sold to the great munition factories of the country in large quantities.

These are the two outstanding features of the Southern cotton oil industry at this moment.

Small cotton crops in the last several years quite naturally brought about enforced idleness in many sections, and consequently there are many mills in boll-weevil districts which are still dormant, but most of them are making ready to get back into the business soon. In Mississippi, especially in the Delta section, where there is a large soy bean crop, the mills are crushing the soy beans and getting a first-class oil therefrom. In fact, the soy bean crop is increasing largely. Experts say that the oil obtained from the soy beans is of the highest quality, and it is thought probable that the crushing of these beans will soon become a large industry in Mississippi, as in other parts of the South. At present the mills crushing soy beans are doing so principally as a means of keeping their factories going when cottonseed cannot be obtained.

### As Viewed by Switzerland.

Official Information Bureau of Switzerland,  
241 Fifth Avenue, New York City.  
New York, August 25.

Editor *Manufacturers Record*:

May I ask you to be good enough to grant space in your valuable paper to the following:

In your editorial, "Stop Feeding Germany Through Neutrals," in your issue of August 23, you refer to Switzerland in a most misleading manner. You draw your readers' particular attention to "an elaborate review written for the New York Times by an American," Mr. James Louis Moore. Let me state that Mr. Moore's figures at first glance may appear very damaging to the Swiss cause, but if the statistics had been presented in a more concise form, as Mr. Moore would have done well to place them before the public, they would speak rather favorably for Switzerland. Also, Mr. Moore, unintentionally no doubt, has in his expose unfortunately withheld the facts that explain and justify Switzerland's peculiar situation and its policy.

The well-known French-Swiss writer, F. Huguenin of Neuchatel, whose sympathies for the cause of the Allies cannot be questioned, in an article published in the periodical, "Revue Suisse d'Exportation" of July 28, 1917, says:

"All peoples live from exchange, and none of them can do it without the other. This proof, having become common knowledge on account of its having been said, is imperiously before our eyes whenever the one or the other belligerent nation accuses us of feeding the enemy. And as we cannot obtain anything from any of them without giving them something in exchange, we have continuously the obligation to prove the purity of our intentions and the loyalty of our neutrality."

The new Swiss Minister has arrived only a few days ago, accompanied by a Special Mission. These gentlemen will lay all the facts before the Government and people of the United States, and you may rest assured that when the matter will have been thoroughly and definitely considered, Switzerland's case will appear not only clear, but deserving.

F. DOSSENBACH, Manager.



## South's Cottonseed Flour May Speed Victorious End of War

NEW ORLEANS HEADING MOVEMENT FOR NATIONAL ADOPTION OF NEW FOOD PRODUCT—"VICTORY" BREAD AND "TRIUMPH" SAUSAGE TO CONSERVE HEALTH AS WELL AS FOODSTUFF SUPPLY.

[Special Correspondence Manufacturers Record.]

New Orleans, La., August 23.

"With Victory bread and Triumph sausage, in both of which cottonseed flour is an important factor, the South is able to make a contribution to the food supply which will be an aid in hastening the end of the war."

Thus declared D. D. Colcock, the veteran secretary of the Louisiana Sugar and Rice Exchange, who is taking an active interest in the important problem of food conservation. Having gained a thorough knowledge of the food values of cottonseed, Mr. Colcock is not only enthusiastic about the part that cottonseed flour may be made to play in the present war, but he freely declares that if the South had known as much about the food potentialities of cottonseed in 1861 as it knows now it would have been an impossibility to starve the Southern Confederacy into submission. This is given to illustrate Mr. Colcock's faith in the power of cottonseed flour to go a long way toward filling in the vacuum caused by the shortage of the world's food supplies.

Mr. Colcock finds that in bolted flour from cottonseed, the bolting process having been perfected by a miller of Schulenberg, Tex., an exceedingly palatable, wholesome bread-making element has been provided which can be mixed with wheat flour in proportions of three parts wheat flour to one of cottonseed flour, and which, if universally adopted, would release for export millions of bushels of American wheat.

Bringing the matter to the attention of bakers and housewives in New Orleans, a great interest in this proposed food conservation movement has been aroused, and through the Women's Era Club and other agencies, a nation-wide agitation is proposed to secure the recognition and adoption of this practical method of conserving the food supply of the country.

At a recent meeting of the Cottonseed Crushers' Convention at New Orleans a luncheon was served in which ginger snaps and jumbles as well as bread were provided from the combination of wheat flour and cottonseed flour. The excellence of the product was conceded by all who attended, and an address endorsing the movement in behalf of cottonseed flour was made by Miss Kate Gordon, nationally known as a leader in progressive movements. Miss Gordon has been much interested in raising the standard of health of the men, women and children of the nation, and outside of the present importance of food conservation, she urged the use of cottonseed flour on account of its intrinsic food values. She cited the fact that the high percentage of protein which cottonseed flour contains gives it a food value five times that of wheat flour, three times that of lean round beef and three to thirty times that of ordinarily considered nourishing food. She urged a movement for the nation-wide adoption of cottonseed flour and advocated the exclusive use of Victory bread, as the wheat and cottonseed combination has been named, two or three days of every week.

It is understood that the matter will be laid before Mr. Herbert Hoover, with the expectation that he will co-operate in this practical method of not only increasing the amount of wheat available for export, but also contributing to improved health conditions throughout the country.

Not only is the cottonseed flour suitable for mixture with wheat flour, cornmeal, etc., but it is declared by Mr. Colcock to be well adapted for use in sausage meat. He points out that in 1870 the pea sausage of Germany was an important factor in provisioning the German troops and making it possible for them to vanquish the French armies. He declares that a very important and useful ration can be made by mixing three pounds of sausage with one pound of cottonseed flour. "Sausage meat," he declares, "contains 25 per cent. of fat and 13 per cent. of protein. Cottonseed flour contains 12 per cent. fat and 52 per cent. protein, say, half as much fat and four times as much protein. By adding one pound of cottonseed flour to three pounds of sausage a much

better ration is secured at a decided saving in price. Computing three pounds of sausage meat at 36 cents a pound, we have \$1.08. Adding one pound of cottonseed flour at 4 cents, we have four pounds of sausage at a cost of \$1.12, or 28 cents a pound, a saving of 8 cents per pound. The soldier would be better fed and nourished, transportation and preparation of rations would be much cheaper and the supply is abundant.

"Thus, Triumph sausage and Victory bread should go a long way to helping us bring about an early peace."

### PROSPEROUS TIMES IN MISSISSIPPI.

Changed Conditions in Section Once Devastated by Boll-Weevil—Farmers Improving Lands Through Federal Loan Bank—Changes War May Bring About.

By O. P. McPHERSON, Gloster, Miss.

As I recall the first article I ever wrote for your paper, I think your headlines read like this: "The Pessimistic Optimist," and if it were not this, I suppose the article contained that spirit, for at that time our minds were so confused that we could hardly imagine that there could ever appear a silver lining to the dark cloud that overhung the cotton belt of Southwest Mississippi. The article referred to was written about the year 1910, the most destructive year of the boll-weevil invasion, when only 700 bales of cotton had been produced on the same acreage of land that had in former years produced 20,000 bales. But here I pause, lest my mind drift back into the same old story of hard luck vs. hope. But, as my articles to your journal, written from time to time and giving many experiences will bear me out, "I was born of hope," and my natural inclinations have always been optimistic. And today as I attempt to bring before you again a picture of this section, to tell the story of this section as it appears today, I am glad to say "I told you so."

I am a druggist, and have little time to visit the country, but I am a friend to the farmer, and his interests are my interests, so some few days ago, after having heard many stories of the crops of this season, I procured a car and made a tour of a radius of about 40 miles, that I might see and talk with the farmers of this section, and thereby be in a position to write you this article of facts. In fact, the trip was taken for the benefit of the MANUFACTURERS RECORD as much as it was for my own satisfaction.

First, as a whole this has been an ideal cotton year, with the exception of the late, cold spring that greatly hindered the early cotton from coming up to a good or normal stand, and in many instances the crop was replanted as late as May. Then came the extreme long drought, where in many sections there was no rain from March until July (something very rare in this country), and as a result most farmers felt that the corn crop and the sweet potato crop were a total failure. However, the hot months of May and June were very favorable for cotton. But now as to the grain crop, corn especially. I find the county as a whole will have many thousand barrels for the market. But those having a full crop of corn have not so good a cotton crop, for it was in the lowlands that the corn survived the drought, and bottom lands planted in cotton are exceedingly fine, and up to date the weevil has not appeared in any quantity.

In many places our pasture lands suffered greatly from the dry weather, yet the cornstalk, though small, maintained its color until the rains in July, and this caused the stalk to take on new life, and the roots got the benefit of the fertilizer, and consequently the substance went to the ear, and even now our hill lands will produce a normal yield. The sweet potato crop will be much larger than was anticipated. Inasmuch as this crop can be grown here profitably within 90 days, the

July planting of potatoes will yield a good harvest in October.

The cotton acreage is about four times that of last year, and the average yield will be about 25 per cent. better. In the "all cotton days" the Government gave us an average yield of \$13 per acre—but what now? With an average yield of 250 pounds per acre of lint cotton at the present price and cottonseed at \$50 per ton, there will be an average of about \$75 per acre from lands that could have been bought in 1910 for \$5 per acre! Yet with this there are yet lands that can be had for \$20 per acre, and I hope to see all lands now idle growing crops in another year, and I feel I will see this.

In this little tour I noted particularly the uniformity of crops. It seemed to me no man in particular had an advantage over the other, for, while some crops were better on corn, others were better in cotton, and again cattle had suffered from the dry weather, grass shortage and being ill-watered, and this being the case on the better farm lands where the land is less broken or hilly, yet to the very contrary in the hilly country around Woodmen Springs I found all cattle seal-fat and the wooded lands producing ample foodstuffs and an abundant supply of fine spring water.

I also noted that the melon crop among the hills was particularly fine, and on one acre of land I saw some 300 melons that would weigh about 40 pounds each. I think this is practically the yield as given me by H. S. Luck of R. F. D. No. 2.

Most of our farmers now are small farmers, and I will only relate one story of an individual, although there are many more who will say "I am all right this year." The man to whom I refer is a poor man, with only a poor little gray pony to depend on for all duties devolving upon the horse of a farm. He has six young girl children and one boy, aged 13. He rents a small place for \$25, and his merchant agreed to let him have \$25 more during the year. Last autumn he came to my store, and I talked with him about his crop, and I asked the little boy his name and age and told him I wanted him to make a good crop himself this year and I would expect to hear from him from time to time during this year. Well, the little attention I gave the boy greatly encouraged him, and he returned home full of determination to make him a crop. His father gave him five acres, in which he planted corn, cotton, potatoes, melons, etc., and now he tells me he will gather from his crop about \$200 in produce, while his father will get five bales of cotton, 200 bushels of corn, about 50 gallons of syrup, and has two acres in sweet potatoes and two in peanuts. He has two milk cows, and will be able to sell \$100 worth of hogs above what will be required for home consumption another year.

This is the average story of the farmer who has withstood the seven years of disaster. On the other hand, the merchants are doing a cash business, and are in a great measure combating the high prices very satisfactorily.

Another incident worthy of note is that today the Government, through the Farm Loan Association, is letting the farmers have all the money they need to improve their lands.

Now, in conclusion let's discuss the war and its effects upon this country. Many of our young men, the best of our country, are being taken away, and in most instances will never be citizens again of this section, as I feel the manufacturing cities will offer them a glorious opportunity after their service will have been completed at the front. But on the other hand, after the war the South must rebuild and feed all countries during the reconstruction days, hence we may well expect a great immigration of Northern people into the South, where the lands will produce food crops the year round. This will in many ways revolutionize the South commercially, agriculturally and politically, for when Mississippi will have become filled with Northern citizens then we may well expect our politics to change, and I expect to live to see the Old Magnolia State classed in the doubtful column; and this will not only be the result in Mississippi, but in many other States of the Solid South. With our young men in the Northern factories we may expect a like change in the politics of the North. Then, too, many of our negroes are going North, and this points to radical changes in the politics of the Northern States. But at present I won't commit myself in the way of predicting the results of this change, but I am inclined to feel that the days of sectionalism have passed, and with the passing the two old political parties pass away.

## Texas Cotton Costs This Year Will Average 40c. Per Lb. to Produce, So Texas Growers Claim

ALLOWING FOR VALUE OF COTTONSEED, DEMAND IS MADE FOR MINIMUM PRICE OF 30 CENTS A POUND.

[Special Correspondence Manufacturers Record.]

Austin, Tex., August 24.

The committee of the State Farmers' Institute which was appointed at the recent annual convention of that organization held in Austin to investigate the question of what would be reasonable prices to be fixed by the United States Government for cotton and cottonseed has just submitted its report to Fred W. Davis, president of the Farmers' Institute and State Commissioner of Agriculture. This committee was composed of W. B. Yearry of Farmersville, chairman; Natt Rabb of Lone Oak, J. M. White of Dallas, T. F. Gilley of Caldwell, J. C. Hestand of Sherman and W. M. Dunnegan of Gilmer.

In this report it recommends that the minimum price for cotton be fixed at 30 cents per pound, and that the minimum price for cottonseed be fixed at \$60 per ton. The report contains some interesting figures as to the cost of producing cotton. It is, in part, as follows:

"In order that the farmers may have a better conception of the value of cotton from the cost standpoint, and that you would have a better idea of the price you desire to urge the farmers to ask for it, we, your committee appointed to make investigations of the cost of producing cotton in Texas, and especially the crop of 1917, beg to make the following report:

"The most authentic figures, those less liable to be disputed, are those of the Taft ranch in South Texas. The cost of producing cotton on this ranch during 1912 is itemized as follows:

	Per Acre
Labor, including picking.....	\$12.78
Feed for mules, in addition to that raised on farm.....	4.15
Supplies and repairs.....	.68
Poison.....	.74
Fertilizer.....	.15
Depreciation on stock and equipment.....	1.90
Overhead expenses, taxes, supervision, etc.....	1.50
Seed.....	.20
Total.....	\$22.19
Added to this (estimated) ginning, wrapping and marketing, \$4 per bale, and as crop made one-half bale per acre in 1912.....	2.00
Rental charges (estimated).....	5.00
Grand total for 1912 crop.....	\$29.19

"This was before the war, when feed, food, implements, repairs and everything entering into the cost of production was very much cheaper than now. Under these conditions they can do at least 25 per cent. more per hand and mule than the average of the State, which would add \$3.22 to \$12.87, making it \$16.09. By increasing the feed bill of the mules 25 per cent. or to \$5, in place of \$4.15 would make the total \$33.44 per acre, which represents as near as we can get to it the average cost over the State before the war.

"In revising these figures to meet the present conditions we find the labor cost to be 50 per cent. higher, feed materials two and one-half times as high, depreciation on stock and equipment 50 per cent. higher, overhead expenses, taxes, etc., 50 per cent. higher and seed three times as high.

"If this be correct as to the advance on these several items of expense—and we believe it very conservative—then we have as a revised list of the cost of the 1917 crop the following:

	Per Acre
Labor, including picking.....	\$24.13
Feed for mules.....	13.50
Supplies and repairs.....	1.38
Depreciation on stock and equipment.....	2.85
Overhead expenses, taxes, etc.....	2.25
Seed.....	.75
Ginning and wrapping, if one-fourth bale per acre is made.....	1.25
Interest or rent charge on land.....	5.00
Total expense per acre.....	\$50.61

"The picking in the above is estimated at 50 cents per 100, but for half a bale per acre. It will be a great deal higher this season, but we estimate the yield will be much smaller, which will make the acre cost about the same.

"At the above figures the cost of cotton production will be 10 cents per pound where a bale per acre is made, 20 cents where half a bale per acre is made, 30 cents for one-third of a bale and 40 cents where one-

fourth of a bale per acre, which is, from present prospects, as much as will be produced this season. There is nothing added here for profit, which should be at least 4 cents per pound, making the value of this crop 44 cents per pound.

"Looking at it from another standpoint, we find practically all farmers plant and cultivate corn and other feed crops, not for sale, but to feed their teams while making their money crop—cotton. This being the case, the feed crops are absorbed in producing the cotton. This is about one-third of the land in feed crops, which should be charged to the cost of producing the cotton after the above feed cost has been eliminated. Taking out this item, \$13, we have the total cost, \$37.61. Now, by adding to this the cost of the feed crops, which would be at least \$30 per acre to each acre of cotton, there being one-half acre of feed crop for each acre of cotton, would make \$15 to be added to the \$37.61, making the total \$52.61 per acre.

"We also find that cotton cloth has advanced to a figure equaling from 40 to 50 cents per pound for raw cotton to the farmer. Thus, if the price was raised to 40 cents and stabilized, there would be no need for an advance in the price of cloth.

"We think it not out of place to mention that from Government statistics we find the Texas farmer received for his crop of 1915 \$16.54 per acre, which cost him more than \$30 per acre. We find the aggregate value of the lint and seed for the five years from 1910 to 1914 to be an average of \$22.31 per acre, against a cost of production of at least \$30 per acre. Cost in the Taft ranch figures, insofar as labor is concerned, is calculated at \$1 per day. When cotton sells for less than cost it means the farmer worked for that much less than \$1 per day while producing it.

"Many farmers, their friends and the public generally, may be surprised at these figures, but they are borne out by tests and the rural conditions of the South. One-fourth bale per acre for the 1917 crop is some less than the Government report for July 25, but there is deterioration from drought in Central, South and East Texas, where bumper crops were expected, and the boll-worms and the weevils are playing havoc with the crop, especially in North Texas. Under the present conditions one-fourth bale, or less than 3,000,000 bales, look certain. The rest of the belt has not made any improvement, and a very short crop over the entire belt seems sure.

"We therefore consider 44 cents per pound the real value of the 1917 crop, less the amount of the seed, which, if they bring \$60 per ton, will amount to \$7.50 per acre, or 1½ cents per pound on the lint, making the real value of the lint 42½ cents per pound."

### SEED WHEAT AT COST FOR TEXAS FARMERS.

#### An Interesting Plan for Co-operation Between Farmers, Bankers and Others.

Fort Worth, Tex., August 21—[Special.]—Seed wheat at cost will be supplied to the farmers of Texas if plans prevail as outlined at a recent conference representing several State organizations, according to Mr. H. B. Dorsey, secretary of the Texas Grain Dealers' Association.

"Notwithstanding the fact that Texas has sufficient land suitable for producing enough wheat to supply the nation," said Mr. Dorsey, "we have never produced enough for our own needs. Texas requires annually about 30,000,000 bushels at present for seed and for making the flour used in the State, but it has never grown more than 25,000,000 bushels, and that yield has been produced but once in our history, the crop usually grown varying from 8,000,000 to 18,000,000 bushels, depending upon the weather conditions.

"The grain crops of the country for the past two

years have been much below normal, millions of bushels have been sunk at sea and a serious shortage now exists throughout the world. Aside from the successful prosecution of the war, I regard the production of an adequate supply of grain as the most important matter now confronting the people of Texas. I believe our citizens, especially the farmers, are anxious to do their part in helping Texas feed itself, and in reducing the steadily advancing cost of living, and if we can increase the acreage and yield of our wheat and other grain crops, we shall not only render a loyal service to the country, but we shall be serving our individual interests as well.

"After considerable correspondence between the State Department of Agriculture and the Texas Grain Dealers' Association we held a conference in our office a few days ago, at which there were present E. W. Cole and S. H. Dixon of the State Department of Agriculture, W. C. Barrickman of the Texas Industrial Congress, Warren P. Andrews, cashier of the First National Bank of this city and a member of the agricultural committee of the Texas Bankers' Association, and the executive committee of the Texas Grain Dealers' Association. A plan was agreed upon which will result in supplying the farmers who desire to grow wheat or other grains with seed at cost and assure a sufficient acreage of grain crops to meet the demands of our own people, and at the same time produce a surplus for export to our allies.

"The conference decided that meetings of farmers, bankers, merchants, chambers of commerce, commercial clubs and other similar organizations should be called in all communities, and that such meetings should ascertain the quantity of seed wheat needed for the use of the farmers in each community, and that the banks should be asked to furnish the money necessary for purchasing the seed required. The Grain Dealers' Association will use its efforts to induce its members and the millers of the State to furnish seed at actual cost, and since they will do this without profit it is expected that the banks will willingly furnish the money to pay for the wheat without charging interest. Local committees will handle the distribution of the seed, collecting the money for same and repaying the banks.

"This plan was carried out in Tarrant county last spring, and Mr. Andrews, who took an active part in the movement distributing the seed and collecting the money from the farmers through the chamber of commerce, states that it worked admirably. In cases where farmers were unable to pay cash, they were financed by the banks.

"When we consider the enormous demand for breadstuffs, both in this country and in Europe, the fact that the wheat crops for the last two years were below normal, that Texas itself has never grown enough wheat to supply its own needs, and that we have many thousand acres of land, especially in the western sections of the State, particularly adapted to growing wheat and other grain crops, we feel confident that the citizens of Texas will patriotically do their duty by making every effort to produce 50,000,000 or more bushels of wheat next year."

### Proposed National "Service Day" for Painting Rural School Buildings.

Raleigh, N. C., August 24—[Special.]—Before the date of the opening of the rural public schools in this section the Junior Order of United American Mechanics took advantage of what has been named "Service Day" for the order in North Carolina and painted all of the school buildings, 66 in number. Over 1400 men engaged in this work, and it caused a sensation everywhere, not only among educators, but in the various fraternal orders and the general public also.

"Service Day" was established last year by order of William A. Cooper of Raleigh, the State head of the Junior Order, which has over 40,000 members, and in each of the various counties some public service was rendered, that performed in Wake being the most unique. Mr. Cooper has just returned from the general convention of the Junior Order, where it was decided unanimously to make "Service Day" a national one. A number of the States have announced their purpose to take it up with great heartiness, and New Hampshire writes here for full particulars. The work done must be practical and as general as possible.

The order has not yet announced its program for the day this year. Last year over 10,000 people turned out in Wake alone to lend a hand.

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## Potash Deposits in Utah Being Developed by North Carolina Fertilizer Company

[Special Correspondence Manufacturers Record.]

Raleigh, N. C., August 23.

The Caraleigh Phosphate and Fertilizer Works at Raleigh has invested \$100,000 in a plant at Marysville, Utah, for the primary treatment of alunite, from the mines of Utah, from which potash is being extracted by the Cameron process. The Caraleigh company has a definite working agreement with the Florence Mining & Milling Co., which owns deposits of alunite in Utah. These deposits are located in the Tushar Range, about seven miles from Marysville.

The alunite deposits near Marysville are described in Bulletin No. 620-K of the United States Geological Survey report, written by G. F. Loughlin from personal investigations on more than one visit. Several reports have also been made on the Florence company's deposit by Dr. Frank K. Cameron, a chemist of national repute, and formerly connected with Soil Survey of the United States Department of Agriculture. At present he is engaged in research work for the American Smelting & Refining Co.

Dr. Cameron has patented several processes for the extraction of potash, one of which is being used by the Caraleigh Phosphate and Fertilizer Works at the Utah plant, known as the Florence.

The deposit lies in a mountain, little more than two miles high, and is in seams ranging in width from 6 to 25 feet, and probably extends the entire depth of the mountain, being thus reachable by both perpendicular and horizontal shafts. At some points in the deposit the seam of alunite reaches a breadth of 40 feet, but, like all true veins, the width varies considerably, however never being narrower than six feet. Even in the small area of veins proved and developed, the alunite is said to aggregate millions of tons.

In the United States Geological Survey Bulletin, by

Mr. Loughlin, the composition of the Florence deposit, calcined, is given as follows:

Silica (SiO <sub>2</sub> )	0.72
Alumina (Al <sub>2</sub> O <sub>3</sub> )	61.10
Ferric Oxide (Fe <sub>2</sub> O <sub>3</sub> )	1.10
Sulphuric Anhydride (SO <sub>3</sub> )	18.10
Potassa (K <sub>2</sub> O)	18.60
Lime (CaO)	None
Magnesia (MgO)	.31
	99.93

The alunite is light pink in color, and is crystalline in formation. Miners call it pink spar. The plant at the mine in Utah removes by heating the sulphur and the water, which form about 40 per cent. of the total weight of the raw alunite. The mineral after this treatment is shipped to the Raleigh plant of the Caraleigh company, and also to the company's big plant at Norfolk, Va., in the form of a pinkish white powder. The second treatment given here is simply the grinding to a fineness of corn meal and a proper blending and mixing with other materials at the company's plant in Raleigh and Norfolk. It is then ready for use for fertilizing purposes. The potash is in the form of sulphate, a form most desired for tobacco, citrus fruits, vegetables and ordinary crops. The cost of this form is usually more than the ordinary kind of potash.

The plan for the development of this industry is largely due to the foresight and activity of President J. R. Chamberlain of the Caraleigh company. The plant which he built at Marysville, at the Southern terminus of the Denver & Rio Grande Railroad, began operation August 13, and has been operating steadily ever since in three shifts, treating during this time from 80 to 100 tons a day of the raw alunite.

The Caraleigh company has made contracts which give it all the material it needs for its purposes.

FRED A. OLDS.

### New Coal Operation in West Virginia.

Charleston, W. Va., August 25—[Special.]—The Eagle By-Products Coal Co., a new operation in the Kanawha district, Fayette county, West Virginia, began shipping coal Thursday, with 100 tons daily production, which, it is stated, will be gradually increased to 500 tons daily and ultimately to 1000 tons.

The property is on the Paint Creek branch of the Chesapeake & Ohio Railroad, 40 miles southeast of Charleston. This tract contains 2518 acres in all. The statement is made that the property contains at least four seams of workable coal, with the possibility that two other seams may be found to be workable on further development. The principal seam is the Eagle, which covers about 900 acres, with an average thickness of 60 inches. The combined total tonnage of the four workable seams, No. 2 Gas, Powellton, Eagle and Little Eagle, has been calculated at approximately 20,000,000 tons. Analyses recently made of samples from Eagle and Powellton openings give the following results:

	Moisture	Vol. matter	Fixed carbon	Ash	Sulphur	B. T. U.
No. 2 gas	1.15	30.88	64.42	3.57	0.75	14,600
Powellton	1.00	31.85	62.15	4.90	0.98	14,581
Eagle	0.50	29.50	66.83	4.17	0.90	14,751
Little Eagle	1.13	30.78	65.36	2.77	0.60	14,650

As these analyses demonstrate the excellence of these coals for by-product coking purposes, it is the intention of this company to sell largely to coking plants of this description.

The development began March 15, 1917, and at present six openings in the Eagle coal are driven under cover and two in the Powellton seam. Two inclines and one side-track have been constructed.

The Eagle and Powellton coals are being developed first for mining and shipping. The Eagle coal comes about 600 feet above the railroad track, and the coal will be dumped from the mine car into an upper bin having a storage capacity of 150 tons of coal. This coal is lowered in large cylindrical cars called "monitors" by gravity from the upper bin to the chute and bin at the bottom of the railroad. This lower bin has a storage capacity of 400 tons of coal. The monitors hold about eight tons of coal each, are operated by gravity and dump the coal automatically into the lower bin, where

it is screened and the different grades are loaded into railroad cars ready for shipment.

A contract has been let with the Virginia Power Co. for electricity for the operation of the plant throughout.

The officers of the company are: C. E. Krebs, president; C. W. Morton, secretary and treasurer; H. T. Smarr, manager, all of Charleston, W. Va. John A. Green is superintendent at Mahan. The financial agent is H. E. Black, Lexington Building, Baltimore, Md.

### MILLION-DOLLAR SEAWALL FOR CORPUS CHRISTI.

#### Comprehensive Plans for Improving and Beautifying Bay Front of Texas City.

Corpus Christi, Tex., August 24—[Special.]—Corpus Christi, the second city of Texas to receive the aid of the State in the construction of a seawall, is shortly to start work upon this million-dollar project, according to Mayor Roy Miller, who says that the city engineering force will probably within another two or three weeks complete a survey that is now being made, and the city will then be in a position to begin plans on the improvement.

Outlining in brief the purposes of the city with respect to this improvement, Mr. Miller said: "The city's plans for the bay front improvement work are progressing satisfactorily. The State Legislature at its regular session unanimously passed a bill appropriating to the city of Corpus Christi the State ad valorem taxes from Nueces county for a period of 15 years, to aid the city in the accomplishment of this important and much-needed improvement.

"These funds, which will be applied to meet the interest and sinking fund account of bonds issued for this purpose, based upon the present assessed values of the county, will approximate \$65,000 per annum. Taking into consideration the certain increase in values during the period, this State aid will, in all probability, closely approximate \$1,000,000.

"The proposed improvement has two purposes in view: First—The protection of the bay front from pos-

sible damage by storm. Second—The beautification of the city's attractive beach.

"The purpose first named is of small moment. Corpus Christi Bay, upon which the city is situated, is land-locked, being protected from storms that may rage in the Gulf by Mustang Island, situated about 19 miles east of the city. A year ago this month Corpus Christi experienced its first tropical hurricane. Our citizens have long contended that Corpus Christi, by reason of the city's situation just described, is absolutely safe from storms. The experience of last year demonstrated that this contention is true, for while the storm was accompanied by a wind of unusual velocity, the damage from water, except so far as a number of frail bath-houses built out over the water were concerned, was absolutely nil.

"It did demonstrate the necessity, however, of some shore protection and a policy which would keep the bay front free from fragile structures of any kind. In view of Corpus Christi's more than State-wide notoriety as a summer and winter resort, the State's law-making body agreed to the proposition that it would be to the interests of the people of the State to aid the city of Corpus Christi in making the beach more comfortable and attractive for the thousands of tourists who visit here every year.

"The plan of improvement now being formulated, in brief, is this: An attractive seawall or breakwater of ornamental design will be constructed in the bay, and the land thus created will be beautified by a system of parkways and boulevards.

"The attractiveness of this plan can only be conceived by those who are familiar with Corpus Christi's wonderfully beautiful location. Corpus Christi Bay is generally recognized as the most beautiful body of water on the Gulf coast. The city itself is situated on the extreme western shore of the bay, about 20 miles from the Gulf of Mexico.

"Much of the business section is located on what is known as the beach portion of the city, the elevation of which ranges from five to ten feet above tidewater. Immediately back of the business section, and three blocks from the waterfront, a bluff rises precipitately to an altitude varying from 40 to 50 feet. This bluff is now being beautified by terracing and by the construction of elaborate concrete balustrades, stairways, etc., marking this improvement as one of the city's most attractive assets.

"In all probability the bay front improvement will be worked out on some plan to harmonize with the bluff improvement. The details of the bay improvement will not be finally determined until the survey now being made is completed.

"The people of Corpus Christi have long been inspired with the ambition of making their city the most beautiful city in America, and it is safe to say that this ambition will be largely realized when the bay front improvement plan has been carried into execution."

### Italian Paste Now Made in New Orleans.

New Orleans, La., August 22—[Special.]—Importers of Italian salcine have succeeded in manufacturing the product in New Orleans. Heretofore it was thought impossible that salcine could be manufactured anywhere else but in Italy. The war having interfered with importation, the necessities of the situation spurred local importers to undertake the manufacture here, and the "infant industry" has been successfully established. While the operations are at present on a small scale, the success which has attended the efforts will probably result in an early expansion of the industry. Salcine is a tomato paste, much in vogue in this city and section for use in the preparation of gravies in the household and restaurants.

Another unique manufacturing business just started and being successfully operated here by Italians is the business of making what are called night candles as a substitute for the German night tapers once so popular throughout the South.

The Italians of New Orleans who are in the business of manufacturing spaghetti, etc., are now making them of semolina flour as a substitute for the high-priced semola spaghetti which was so largely imported from Italy through this city before the war. Italy, due to the exigencies of war, was forced to prohibit paste exportation to the United States; hence Italian-American ingenuity found a perfect substitute absolutely the same as the popular Italian stocks made of American flour.

# The Nation's Right to Send Its Army Abroad

TREASON OF THOSE WHO GIVE AID TO ENEMY.

By CHAS. E. CHIDSEY, Pascagoula, Miss.

The Constitution of the United States, Article I, Section 8, says:

"Congress shall have power—

"(10) To define and punish piracies and felonies committed on the high seas, and offenses against the laws of nations.

"(11) To declare war, grant letters of marque and reprisal, and make rules concerning captures on land or water.

"(12) To raise and support armies, but no appropriation of money to that use shall be for a longer term than two years.

"(13) To provide and maintain a navy.

"(14) To make rules and regulations for the government of the land and naval forces.

"(15) To provide for the calling forth the militia to execute the laws of the Union, suppress insurrections and repel invasions.

"(16) To provide for organizing, arming and disciplining the militia and for governing such part of them as may be employed in the service of the United States, reserving to the States, respectively, the appointment of the officers and the authority of training the militia according to the discipline prescribed by Congress.

"(18) To make laws which shall be necessary and proper for carrying into execution the foregoing powers, and all other powers vested by this Constitution in the Government of the United States, or in any department or office or officer thereof."

The most superficial reader may see that the Constitution has not only given to Congress the sole right to determine when and when not, but why and why not the United States should engage in war and also has given to Congress the sole power for creating, organizing and maintaining an army and navy for the purpose of conducting the war, and it lies solely with Congress to decide what method should be used in raising and equipping an army and navy of the United States not only in times of peace, but in time of war, and lest there should be any doubt of this, the framers of the Constitution added the last clause, which I have italicized. The Congress of the United States has no right to refer such a momentous question to a vote of the people, as was once suggested, as Congress has no right to surrender or delegate any of the powers conferred upon it by the Constitution, as such a delegation of its powers would be unconstitutional. That is a proposition of Constitutional law that not a lawyer at the American bar will dare deny.

The question as to what is or is not the better means of organizing and equipping an army and navy is one that may be properly debated in the halls of Congress, but once Congress has acted and determined the means that act becomes the law of the land, and any infraction of that law or attempt to directly or indirectly interfere with its proper execution makes one a felon and guilty of treason or misprision of treason.

The question of the right of Congress to use conscription in raising an army has not yet directly come before the United States Supreme Court, but it has come there in an indirect manner, and the utterances of the court on that subject are too clear and specific to admit of doubt. The case of Jacobson vs. Massachusetts, 197 U. S., 10, 49, Law Ed. 643 was a case to determine the constitutionality of a Massachusetts statute making vaccination compulsory, and in delivering the opinion of the court, Mr. Justice Harlan said:

"This court has more than once recognized it as a fundamental principle that 'persons and property are subjected to all kinds of restraints and burdens in order to secure the general comfort, health and prosperity of the State; of the perfect right of the Legislature to do which no question ever was or upon acknowledged general principles ever can be made, so far as natural persons are concerned.' *Hannibal & St. J. R. Co. vs. Husen*, 95 U. S. 465; 24 L. Ed. 527-530; in *Crowley vs. Christensen*, 137 U. S. 86; 34 L. Ed. 620, we said: 'The possession and enjoyment of all rights are subject to such reasonable conditions as may be deemed by the governing authority of the country as essential to the safety, health, peace, good order and morals of the community. Even liberty itself, the greatest of all rights, is not unrestricted license to act according to

one's own will. It is only freedom from restraint under conditions essential to the equal enjoyment of the same right by others. It is, then, liberty regulated by law.'

"The liberty secured by the Fourteenth Amendment, this court has said, consists, in part, in the right of the person 'to live and work where he will' (*Allegeyer vs. Louisiana*, 165 U. S. 578; 41 L. Ed. 832); and yet he may be compelled, by force, if need be, against his will and without regard to his personal wishes or his pecuniary interest, or even his religious or political convictions, to take his place in the ranks of the army of his country, and risk the chance of being shot down in its defense. It is not, therefore, true that the powers of the public to guard itself against imminent danger depends in every case involving the control of one's body upon his willingness to submit to reasonable regulation established by the constituted authorities, under the sanction of the State, for the purpose of protecting the public collectively against such a danger."

The article from the Constitution of the United States is only a codification of the principle of the common law of every nation that it has a right to summon forth every man of it for the defense of the public against internal as well as external foes, and the governing power alone has the right to determine when this necessity exists. At common law (as well as by statutes of various States) a village constable or justice of the peace has a right to call out the posse comitatus or power of the county for the preservation of the public peace, and he alone has a right to decide if the necessity exist, and no citizen has a legal right to disobey the call; if so, he is subject to fine and imprisonment. Should the constable or justice of the peace abuse or misuse his authority, he is subject to impeachment, but when he calls for a posse he must be obeyed.

Article II, Section 11 of the Constitution of the United States says:

"(1) The President shall be commander-in-chief of the army and navy of the United States, and of the militia of the several States, when called into actual service of the United States."

It is for the commander-in-chief to determine whether or not the military operations of the army and navy of the United States in time of war shall be offensive or defensive, the framers of the Constitution very wisely deciding that the business of war is not a matter for a country debating society, but a stern business that needs a concentration of effort.

Article III, Section 3 (1) says: "Treason against the United States shall consist only in levying war against them, or adhering to their enemies, giving them aid and comfort."

I have already stated in the first part of this letter that anyone who tries to hamper and interfere with the military program of the Government when at war is lending aid and comfort to our enemies and is dangerously near treason or misprision of treason, and such is the law. In the case of the United States vs. Vigol (decided 1795), 2 Dallas, 346; 1 L. Ed. 409, the United States Supreme Court, per Patterson, Justice, held: "With respect to the evidence it all runs one way. It proves that the prisoner was a member of the party who went to Reagan's house, and, afterwards, to the house of Wells, in arms, and arrayed; and who, at each place, committed acts of violence and devastation.

"With respect to the intention, likewise, there is not, unhappily, the slightest possibility of doubt, to suppress the office of excise, in the fourth survey of this state, and particularly in the present instance, to compel the resignation of Wells, the excise officer, so as to render null and void in effect an act of Congress, constituted the apparent, the avowed, object of the insurrection, and of the outrages which the prisoner assisted to commit. Combining these facts, and this design, the crime of high treason is consummated in the contemplation of the Constitution and law of the United States."

Then in the case of Carlisle vs. The United States (decided April 14, 1873), 83 U. S. 147, 21 L. Ed. 426, Mr. Justice Field, speaking for the court, said:

"The circumstances attending the manufacture and sale of the saltpeter, as disclosed in the findings of the court, plainly show that the claimants knew that the saltpeter was to be used by the Confederates in the

manufacture of gunpowder for the prosecution of the war of the rebellion, and there is little doubt that the sale was made in order to aid the Confederates in accomplishing their treasonable purposes. By thus furnishing the materials for the prosecution of the war whilst they were domiciled in the country, knowing the uses to which the materials were to be applied, the claimants became participants in the treason of the Confederates equally as if they had been original conspirators with them. The court of claims, therefore, did not err in its conclusions that the act of the claimants in selling the saltpeter to the Confederates, under these circumstances, was an act in aid and comfort to the rebellion. We have already held in *Hanauer vs. Doane*, 12 Wall. 347, 20 L. Ed. 441, and we repeat and reaffirm what we there said, that 'he who, being bound by his allegiance to a government, sells goods to the agent of an armed combination to overthrow that government, knowing that the purchaser buys them for treasonable purposes, is himself guilty of treason or misprision thereof. He voluntarily aids treason. He cannot be permitted to stand on the nice metaphysical distinction that, although he knows that the purchaser buys the goods for the purpose of aiding the rebellion, he does not sell them for that purpose. The consequences of his acts are too serious and enormous to admit of such a plea. He must be taken to intend the consequences of his own voluntary act.'"

In the case just quoted the claimant while residing in Alabama gave aid and comfort to the Confederacy, as stated by the court, and then brought suit in the Court of Claims for cotton to the amount of \$42,232, and the court held that though he was an alien and a neutral, in lending aid and comfort to the enemies of the United States he was guilty of misprision of treason and had no standing in a United States Court, but whereas he came within the provision of the Proclamation of Pardon and Amnesty of 25th December, 1868, he was permitted to recover, the pardon having restored him to his legal rights which he had forfeited by giving aid to an enemy of the Government.

In this free republic one has the right of free thought and free speech, and may exercise these rights, provided, however, they are not used for the purpose of lending aid and comfort to our enemies in time of war nor of seducing men from the allegiance they owe to the country.

In the case of *Talbot vs. Jansen*, 3 Dallas, 133 (decided 1795), 1 L. Ed. 540, one Ballard, a native citizen of Virginia, had obtained a privateer's commission from the French Republic, and in pursuance of his commission had captured the Dutch Brigantine, *Vrouw Christina Magdalena*, and when the case came to trial Ballard stated, and it was shown, that he had renounced his allegiance to Virginia, but had not become a citizen of any other country. The United States Supreme Court, in decreeing that the capture was illegal and contrary to the law of nations, inter alia (per Patterson, justice), said:

"Who is he? a citizen of the United States? For, although he has renounced his allegiance to Virginia, yet he has not emigrated to and become the subject of any foreign kingdom or republic. \* \* \* Ballard was, and still is, a citizen of the United States unless, perchance, he should be a citizen of the world. The latter is a creature of the imagination, and far too refined for any republic of ancient or modern times. If, however, he is a citizen of the world, the character he speaks universal benevolence and breathes peace upon earth and good-will to man; it forbids roving on the ocean in quest of plunder, and it implies amendability to every tribunal. But what is conclusive on this subject is that Ballard sailed from this country with an iniquitous purpose, cum dolo et culpa, in the capacity of a cruiser, against friendly powers. The thing itself was a crime. Now it is an obvious principle that an act of illegality can never be construed into an act of emigration or expatriation. At that rate, treason and emigration, or treason and expatriation, would, in certain cases, be synonymous terms. The cause of his removal must be lawful; otherwise, the emigrant acts contrary to his duty and is justly charged with a crime. Can that emigration be legal and justifiable which commits or endangers the neutrality, peace or safety of the nation of which the emigrant is a member? As we have no statute in the United States on the subject of emigration, I have taken up the doctrine respecting it, as it stands on the broad basis of the law of nations, and have argued accordingly. \* \* \* If he was a French citizen, duly naturalized, and if, as such, he had a com-

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mission fairly obtained, he was authorized to capture ships belonging to the enemies of the French Republic, but not warranted in seducing the citizens of a neutral nation from their duty and assisting them in committing depredation upon a friendly power."

Thus we see that by the Constitution and laws of the United States that the United States has—

(a) A right to demand military service of its citizens and that Congress alone the right to determine the manner how, when and where that service shall be given.

(b) That the President, as commander-in-chief of the army and navy of the United States, has alone the right to decide whether the army during a war shall be used at home or abroad.

(c) That any citizen who directly or indirectly attempts to interfere with the prosecution of the military operation of the Government during the war, or attempts to seduce its citizens from its allegiance to the nation, and thereby lending aid and comfort to its enemies, is guilty of treason or at least misprision of treason.

(d) That an alien domiciled in the United States, and it matters not whether he is neutral or not, that lends aid and comfort to our enemies in time of war is guilty of treason or at least misprision of treason.

(e) That by the law of nations a citizen of this nation cannot emigrate from this nation or expatriate himself when the purpose of his act is an unlawful one, such as to give aid to our enemies or to commit an unlawful act against its ally and friends.

All of the above is not only a part of the law of the United States as prescribed by the Constitution, but also a part of the law of nations, which is a part of the municipal law of every State of the Union.

### Record-Breaking Building Achievement Near-Completion.

New Orleans, La., August 24.—[Special.]—One hundred thousand men, the greatest industrial army ever recruited in the western world for such an emergency undertaking, has, within little more than two months, constructed over 24,000 buildings for housing the new national defense forces during their period of training for service in France. So, when the selective army is called into service next month it will find ready and waiting the most complete and perfect quarters ever erected for a fighting organization.

With cantonments, national guard camps and aviation stations completed or nearing completion at half a hundred points in the United States, there is now being brought to a close not alone the most remarkable record of building achievement in the history of the country, if not in the world, but the most stirring chapter of activity ever recorded in the Southern pine lumber industry.

Most of the cantonments, of which there are 16, are being finished not only on time, but in some cases have been completed several days in advance of the September 1 estimate set by the War Department. Each cantonment contains some 1500 buildings, many of them large two-story barracks.

This remarkable achievement has been made possible by means of the patriotic co-operation of lumber and building material manufacturers, architectural and engineering experts, contractors and others, who were early called into the Government's service to meet the nation's necessity for hurried preparedness.

The South, and the Southern pine industry in particular, can derive special satisfaction from the success of the great undertaking, for the lumbermen, to a greater extent perhaps than any other class, was called on to "do his bit" in connection with this work. Lumber was the one big item that had to be provided promptly, and in immense quantities, and the Government early called on the pine industry, with its tremendous resources, to furnish the major portion of wood needed. In fulfillment of these requirements approximately 200,000,000 feet of Southern pine has gone into the construction of cantonments and smaller camps, to haul which there has been required over 10,000 freight cars, or between 238 and 250 solid trainloads of lumber. All this lumber has been moved without disturbing the domestic market or causing price advances. By means of the Southern pine emergency distributing organization, it was possible oftentimes for trains of lumber to be loaded and moving to destination points within six hours after the order had been received from Washington.

## One Crop of Peanuts Pays for Florida Farm

By THOMAS EWING DABNEY, Pensacola, Fla.

Ships have been known to pay for themselves on their first voyage, but how often does its first crop pay for a farm?

Yet that is precisely what the 350-acre farm of C. T. Colton, near Jay, Florida, and a few miles from the Alabama line, is doing, and the crop is peanuts.

Mr. Colton bought the place last March. He had a lot of clearing to do, and didn't begin plowing until April, and the farm today is one of the most remarkable sights the piney woods region furnishes.

Three hundred and twenty acres are in one field, and it stretches away for miles, a solid mat of green, over the surface of which the wind plays in pretty ripples.

While the Government advises planting in 30-inch rows and 8 inches apart in the rows, Mr. Colton planted 20-inch rows and at 5-inch distances, thus virtually doubling the planting, nor did he increase the fertilizer. Yet after examining plants taken from every part of the field, I am convinced that neither the quality nor the quantity of the nut to the hill is diminished. Every plant I pulled had from one cup to a cup and a half of nuts that were full to capacity. When more reach maturity the yield will be greater. But estimating only half a cup to the stem, the crop will average over 100 bushels to the acre, for it is a 95 per cent. stand and there are 32,000 bushes to the acre.

Last year peanuts brought \$1 a bushel. No price has yet been quoted this year, because the crop isn't in; but if anything, it will be higher; \$1.25 is a conservative estimate.

The production costs? I compiled the following table from Mr. Colton's books, reducing his totals into terms of acres for convenience and discounting liberally. Perhaps I should explain that he can contract plowing for \$1.50 an acre; labor is \$1.25 a day, and the rent of a team is \$1.

#### Per Acre Cost of Raising Peanuts on C. T. Colton's Farm. Actual.

Plowing .....	\$1.50
Harrowing (2 times) .....	.70
Draining and smoothing .....	.35
Planting (man and horse did 4 acres a day) .....	.75
Three bushels of seed at \$2 .....	6.00
Weeder cultivation (3 times) .....	.75
Laying by .....	.50
Five hundred pounds of fertilizer (carried to field and distributed in planter) .....	5.00
	<b>\$15.55</b>

Though the crop has not been harvested, the costs will not run higher than the following estimate. Digging, of course, will be with a two-horse machine; its catalogue capacity is given at 15 acres a day, but I allow 5. Picking will also be done by machinery, for which the usual contract price is 10 cents a bushel.

#### Per Acre Harvesting Cost of Peanuts on C. T. Colton's Farm. Estimated.

Digging .....	\$1.00
Placing on drying poles .....	2.50
Hauling to picking machine .....	2.00
Picking (100 bushel at 10 cents) .....	10.00
	<b>\$15.50</b>

To haul 100 bushels of peanuts (3000 pounds) to the shipping station, Pollard, 4½ miles away, will cost \$1.50; freight to the oil mill will be \$2.40, or \$1.60 a ton. Total expenses per acre are, therefore,

Production .....	\$15.55
Harvesting .....	15.50
Delivering .....	3.90
Total .....	<b>\$34.95</b>

Which, subtracted from the gross receipts for 100 bushels, at \$1, leaves a net profit of \$65.05 an acre, or nearly twice what the land sold for.

But call it \$50, to be on the safe side; then lop 50 acres from the total 350 to allow for possible waste, and there is a net yield of \$15,000, which leaves a tidy profit in Mr. Colton's pocket after paying for the farm bought six months ago.

Then there is the hay, which more than covers Mr. Colton's salary for superintendence, land rent, deterioration of tools and overhead generally. Peanut hay is worth on the open market \$25 a ton, but Mr. Colton has contracted his entire output at \$15 a ton on the ground, not even baled, but just as it comes from the machine. There can't be less than two tons an acre in

that solid mat of green, but call it one to be safe—\$15 more for Liberty bonds.

Then, too, the ground has been improved to the extent of \$5 an acre by the nitrogen deposited therein.

Mr. Colton's cultural methods, original and economical, were as follows:

The ground was plowed, then harrowed twice. The hulled nuts were planted by a one-horse planting machine, and a Eureka weeder was sent across field three times. Mr. Colton departed from the recommendation of the Government's bulletin here as in the case of planting distances, but his experience proved that the weeder would not hurt the young plants, while it did kill all hostile vegetation and kept a fine mulch on the ground. The crop was laid by with the cultivator. Fertilizer used was phosphoric acid, distributed at the rate of 500 pounds to the acre.

There are thousands of acres of such land in Florida, Alabama, Georgia, Mississippi and Louisiana pre-eminently adapted to the culture of this great and growing staple, but now lying idle because the possibilities have never been demonstrated to them. Seven years ago the peanut crop of the entire United States was worth only \$18,000,000. Last year Texas alone sold \$28,000,000 worth of peanuts. Whatever this year's record will be, it will not be equal to the demand, for the demand for peanuts for oil, for human food and for stock feed is seemingly without end.

A pound of peanut butter contains more food value than the average three meals a day. No one, of course, expects mankind to give up grits and oatmeal and vegetables and beefsteak and bread and pudding to put themselves on a peanut diet, but as we learn more about food properties, as it becomes more necessary to get the greatest amount of nourishment and pleasure from our marketing allowance, the demand for peanut butter will be increased and other products developed.

Then peanut meal or cake is a splendid stock feed, especially for young animals, dairy cattle and hogs. The cake is better than the whole nut, because with the oil extracted the flesh produced is firm and the lard as high grade as that produced by corn. Not only is peanut cake better than the whole nut, pound for pound, but one pound of the latter will buy two of the former. Thus for the simple gathering and hauling to market the farmer doubles his crop.

Next year Mr. Colton will put in tractors. Wisconsin man that he is, he will not rest until he sees the dirt turning over at the rate of 20 or 30 feet at a time. Possibly, too, he will take in more land and develop livestock. His record has been an eye-opener to West Florida, and from all indications his example will be widely followed next year.

### Notes of Progress Made by North Carolina.

Raleigh, N. C., August 23.—[Special.]—The State of North Carolina recently bought, thanks to a special act of the Legislature, all of the highest part of Mt. Mitchell, the dominating point of the Blue Ridge, some 25 miles from Asheville. Professor Newman of the State Agricultural and Engineering College at Raleigh has returned from a visit to the top of Mt. Mitchell, which is reached over a privately-owned railroad. He finds that most of the growth near the top of the mountain was burned after it had been logged and that the area is reforesting itself with wild cherry, which is making a fine growth and which, with the care which in future will be taken of it, will result, he says, in one of the most remarkable of mountain forests. Above it, at the summit and nearby will be the balsam and other high growths, but all around and a little below will be this great area of a valuable wood which with judicious cutting will yield a handsome revenue.

At the North Carolina State fair grounds here a notable construction is almost completed, this being the Woman's Building, attractive and spacious and specially designed for the display of the products of the innumerable canning clubs and the other food preservers and producers, which under the direction of Mrs. Jane McKimmon of Raleigh, United States expert, have put

North Carolina in the top notch. The State is determined to make its next fair, in October, the best ever held within its borders, and the women are working day and night to this end. In connection with this building one for the annual show of children, known as the Better Babies Contest, is also constructed, specially designed for this important use. The annual baby show here has become a distinct feature. Two State fairs are held on these grounds, with an interval of a week between, the first for whites, the second for negroes.

An interesting test of cotton growing is being made on truck farms near Raleigh. On one of these, from which cabbages which sold for \$400 were taken from an acre, cotton was planted May 15. The plants are now five feet high, and have met in the rows, which are five feet apart. On some of the plants there are more than 100 bolls.

One of the Raleigh banks has a room devoted to the farmers of this county and to exhibits of their products. An effort has been made to bring about here the widest possible variety of crops, and buckwheat of admirable quality has been produced this season and is now on view comparing favorably with that grown in the mountain region.

In a county east of here a bank has arranged to supply recommended boys with calves, pure-bred Jerseys, to the extent of \$5000, and practically all of these have been taken. This has been done on a small scale in various other counties, and the movement is spreading. The Legislature this year enacted a law forbidding the killing of calves under six months old, and the next one will be asked to extend this age, and if possible to copy the Argentine law and thus prevent the trade in veal which has so greatly injured cattle production in the United States.

### Coal Production for Week in United States.

The weekly report on the production of bituminous coal and the causes of loss of working time, compiled by the Geological Survey, Department of the Interior, August 25, 1917, shows that the ratio of tonnage produced to full-time output continued to decline during the week ended August 11. Mines representing more than one-third of the output of the country produced 71.8 per cent. of their combined full-time capacity as limited by the present labor force. The index not only fell below the level of the preceding week (73.0), but reached the lowest point attained since June 1, when the system of weekly reports was begun. Iowa, Illinois, Ohio, Kansas and Missouri declined; Alabama, Southwestern Virginia and Western Pennsylvania held their own, while Eastern Kentucky and Tennessee recovered to some extent from the depression of the week before.

#### PERCENTAGE OF PRESENT FULL-TIME OUTPUT PRODUCED IN CERTAIN STATES BY ALL OPERATORS MAKING WEEKLY REPORTS.

	Week Ended:				
	July 14	July 21	July 28	Aug. 4	Aug. 11
Iowa	89.9	86.4	87.3	87.5	82.6
Illinois	79.5	77.1	76.9	72.6	70.3
Indiana	73.0	69.3	67.8	69.5	63.2
Ohio	69.3	69.2	69.4	73.7	70.7
Western Pa.	78.6	77.9	76.3	78.1	78.2
Southwestern Va.	89.6*	86.1*	85.8*	84.3*	84.0
Eastern Kentucky					
and Tennessee	78.4	81.0	82.6	88.6	74.2
Alabama			91.4	88.4	88.8
Kansas and Missouri	78.9	78.2	69.5	69.4	64.9
Okl. and Ark.	65.7	69.2	79.0	63.4	66.9
Total reporting					
from beginning	78.1*	76.3*	73.3*	73.0*	71.8
*Revised figures.					

The record of cars of coal loaded on roads representing more than half the shipments of bituminous coal shows a drop of 4 per cent. in the week ended August 18 compared with the week ended August 11, but an increase over the low record of August 4. The general downward tendency in the rate of production that has been manifested since the middle of July was resumed last week, after a slight gain in the week ended August 11 in all districts shown except Illinois and Indiana. The slump in Pennsylvania and Ohio is particularly to be noted. A strike in the Southern Appalachians decreased shipments from Eastern Kentucky and Eastern Tennessee nearly 20 per cent.

#### CARLOADS OF COAL ORIGINATING ON PRINCIPAL COAL-CARRYING ROADS.

District.	Week Ended:				
	July 14	July 21	July 28	Aug. 4	Aug. 11
Alabama, Eastern Kentucky and Eastern Tennessee	9,539	8,794	9,415	7,579	8,375
Illinois, Indiana and Western Kentucky	18,047	17,923	16,766	14,452	16,452
Pennsylvania and Ohio	44,384	44,372	44,180	41,397	42,439
West Virginia and Virginia, Smokeless	19,896	19,799	19,733	19,212	19,762
West Virginia and Virginia, High Volatile	17,616	16,632	17,809	16,648	17,792
West of the Mississippi	1,708	1,704	1,813	1,794	1,858
Total	102,190	100,134	100,767	92,082	97,469*
*Revised from last report.					93,370

The decline in output for the week is chiefly to be attributed to a relative increase in labor shortage and strikes. In Illinois this factor, limiting production, rose from a normal level of 4 per cent. to more than 16 per cent. of the full-time output. In Kansas also scattering strikes continued to limit production. The dull market in Iowa noted in last week's bulletin was obscured during the week ended August 11 by a sharp increase in car shortage and losses due to labor.

No study of coal production, possible and attained, could be complete which did not embrace the operations of coke plants, says the department report prepared by C. E. Leshner. In this issue is begun weekly analysis of the output of the great beehive coke region of Central Pennsylvania, including the Connellsville, Greensburg and Latrobe areas. Reports of shipments and reasons for failure to attain maximum output, received by the Geological Survey from 72 beehive coke operators, are summarized in the following table. The base used in calculating percentage of capacity attained in the great majority of cases is the railroad's rating of the mine, which in the region in question is in excess of the capacity of the mine possible with its present labor force. The figures are, therefore, not comparable with those published for coal mines in the preceding tables, which use as a base the output when the mine runs full time with the force of laborers at the moment available.

	COKE			COAL FOR SHIPMENT			TOTAL COAL SHIPPED AND MADE INTO COKE		
	Week Aug. 18		Week Aug. 11	Week Aug. 18		Week Aug. 11	Week Aug. 18		Week Aug. 11
	Tons (coke)	Per cent.	Per cent.	Tons (coal)	Per cent.	Per cent.	Tons (coal)	Per cent.	Per cent.
Capacity, based on railroad rating	429,965	100.0	100.0	391,059	100.0	100.0	1,035,307	100.0	100.0
Production	201,700	70.2	71.3	143,050	36.6	39.0	595,600	57.5	59.3
Losses:									
All causes	128,205	29.8	28.7	248,000	63.4	61.0	440,307	42.5	40.7
No coal cars				106,800	27.0	16.5	106,800	10.2	6.1
No coke cars	24,219	5.6	6.6				36,329	3.5	4.2
Labor shortage:									
Mine	8,505	2.0	0.9	140,300	35.9	44.5	153,058	14.8	17.1
Yard	84,245	19.6	18.3				126,368	12.2	11.5
Strike									
Plant disability			0.4						0.2
All other causes	9,100	2.1	2.0	1,900	0.5		15,550	1.5	1.2
Cause not specified	2,136	0.5	0.4				3,204	0.3	0.3

### 30,000,000 ACRES TO BE RECLAIMED IN TEXAS.

#### New Amendment to Constitution Enables State to Bring Large Areas of Unoccupied Lands Into Cultivation.

Austin, Tex., August 23.—[Special.]—At an election held August 21 an amendment to the State Constitution authorizing the organization of districts for the conservation and development of natural resources, the storing, preservation and distribution of storm and flood waters, and the construction of levees to prevent overflows was carried by a large majority.

Although there are vast areas of unoccupied land in Texas which is susceptible of being made highly productive in its present state, there is an enormous additional acreage which possesses wonderful natural richness and is favorably located as to transportation and markets which is now in a state of at least partial idleness due to the lack of irrigation, drainage or protection from drouths. The new amendment opens the way for the reclamation of more than 30,000,000 acres of waste land in this State.

Although considerable progress has been made in placing wild lands in Texas in a state where they can be made productive, this work has only begun. Under proper legal encouragement and by State aid, such as is now available, the reclamation of millions of acres may be brought about within the next few years.

It is shown by surveys that have been made that there are about 3,000,000 acres of land now subject to overflow which can be protected and caused to produce abundant yields of crops by the construction of levees; there are about 6,000,000 acres of land, most of which are situated in the region bordering the Gulf coast, which are badly in need of drainage in order that they may be utilized for agricultural purposes, and there are about 22,000,000 acres of land, situated in the semi-

### How North Carolina Met Shortage in Civil War Times.

Raleigh, N. C., August 22.—[Special.]—In a recent issue of the MANUFACTURERS RECORD there was an article about the manufacture of wooden soles for shoes by the McKinnon Manufacturing Co. of Grand Rapids. In 1863 a Raleigh plant, owned and operated by Philip Thier and A. W. Fraps, made thousands of these wooden soles and they were sold in many parts of this State. The idea spread, and by 1864 such soles were made at various other places in North Carolina. The same firm in 1864 made wooden shoes, or sabots, and these were worn by a good many people. Specimens of the shoe soles, of shoes with the leather attached and also of wooden shoes have for years been on view in the North Carolina Hall of History. Gum was the wood mainly used in their manufacture. Many were worn by slaves, the leather being what was called rough-tanned, yellow in color, and the specimens were all made at that period. For heavy work the soles and heels were bordered by thin strips of wrought iron, put on with nails. Old people tell the writer they wore the wooden soles, found them excellent for farm work, and that they were dry.

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arid region of South and West Texas, which are susceptible of reclamation by means of irrigation.

It is estimated that the present average value of this unused land is about \$10 per acre. As a matter of fact, the land is not altogether idle, as much of it is utilized for grazing purposes, other portions are being farmed with little success. The reclamation of the land by irrigation, drainage or levees costs on an average of about \$25 per acre. When this is accomplished, however, the value is raised immediately to \$100 to \$200 per acre, it is stated.

Under the present limitations of the Constitution the matter of securing bonds on land for reclamation purposes is very difficult. The Constitution permits only 25 per cent. of the assessed value of the land to be issued in bonds, hence if \$25 per acre is needed to construct the reclamation system the assessed value must be \$100 per acre. All State, county, road, school and other taxes must also be paid on this rendition. When it is considered that much of the land which it is desired be brought into a state that would enable its utilization has such a low value as to make it impossible to issue the required amount of bonds on it under the existing provision of the Constitution, the necessity for the amendment becomes apparent. This amendment will permit the Legislature to enact laws prescribing the amount of bonds that may be issued on certain land valuations and also authorizing the creating of much larger reclamation districts than is now legally possible.

The important feature of this reclamation plan is that by its adoption the production of various kinds of crops in Texas will be increased enormously within the next few years. Much of the land could be devoted to growing cotton, corn and rice. The Gulf coast region is specially adapted to growing winter vegetables, and this industry has made marked progress during the last few years in the limited area where irrigation and drainage systems have been established.

The American Steel Export Co. of New York announces that it is rushing through an order of half a million scythes for the Russian Government. These scythes will be distributed without charge by the Russian Government to the peasants of the country.



# Sulphur as a Fertilizer

By PROF. SIDNEY B. HASKELL, Business Manager Soil Improvement Committee, National Fertilizer Association, Baltimore.

The excellent and readable articles by Mr. Courtenay De Kalb published in recent issues of the MANUFACTURERS RECORD, together with the discussion aroused, can but serve to increase interest in the effect which sulphur and sulphur-carrying compounds may have on crop production. Articles of this kind are all the more timely, because many persons, agricultural investigators as well as farmers, still overlook the fact that sulphur may be as important to some plants, on some soils and under some conditions, as those substances which are commonly known as "plant-food elements."

I believe it was Dr. Hart of the Wisconsin Experiment Station who was the first to point out that in discussing plant-food problems the lack of attention to sulphur was due primarily to chemical error—an analytical error—an error which has persisted since the days when the science of agricultural chemistry was in its infancy. This gives food for thought, and leads one to wonder as to whether there may not be other soil fertility theories and resulting agricultural practices based on some similar fundamental error. Therefore, all the more thanks should be given to Mr. De Kalb for bringing a matter of this kind to the front.

While soil fertility investigators as a class admit the importance of sulphur to plant nutrition, yet just the place which sulphur and sulphur compounds should occupy in practical agriculture is still a matter of controversy. I wish here to recapitulate certain facts to which I am certain all will agree.

(1) Sulphur cannot replace any of the so-called plant-food elements—ammonia, phosphoric acid or potash.

It is not necessary to go back into early history to demonstrate this fact. I am reminded, however, of the long and spirited controversy regarding the possibility of soda replacing potash in plant nutrition. This was investigated at the German experiment stations, and also in this country, especially by the very efficient workers at the Rhode Island station.

The net result was to show that sometimes, for some crops, on some soils, soda might replace a part of the potash normally taken up by the plant. But scientists have not been able to tell when and where such a thing would happen, and on this account farmers have not been able to substitute soda for potash; or, in other words, farmers have not been able to "cash in" on this bit of knowledge. I wonder if this sulphur question is not at this time in much the same state of uncertainty?

(2) Sulphur may make other plant-food elements available.

Mr. De Kalb mentions the effect of calcium sulphate on nitrification, and, of course, we all know the effect of this change on the availability of organic ammonia. To be of practical importance, however, this presupposes that the supply of organic nitrogen in the soil is constantly renewed, which is not always the case. Dr. Lipman of the New Jersey station has shown the possible effect of sulphur on the availability of soil phosphoric acid. He has, however, not yet developed this subject in its practical aspects, for we are still groping in the dark. Possibly, also, sulphur may have some effect on soil potash. The evidence is not conclusive.

The most commonly used carrier of sulphur has been calcium sulphate, commonly known as "land plaster." It is a lamentable fact, however, that farmers who have depended on land plaster to the exclusion of manure and fertilizer have been bitterly disappointed, for it has not made available sufficient plant food to supply the needs of their growing crops. I remember an experiment carried out in Massachusetts for something like two dozen years where the crops on soil treated with land plaster were actually smaller than on those plots which had had no treatment.

Should we not go rather carefully in advising the universal use of something which in the hands of the farmers may be used simply as a temporary soil stimulant?

(3) Sulphur is furnished quite largely in manures and fertilizers.

All acidulated phosphates carry sulphur. All animal

manures carry sulphur. Some of the potash salts carry sulphur. It is possible that the response to the use of these materials may, in part, be due to the sulphur content. In fact, in the argument for acid phosphate it has been shown that on some soils the superiority of acid phosphate over rock phosphate may be due to the sulphur contained in the former as well as to the increased availability of the phosphoric acid.

(4) Returns for sulphur are as yet uncertain.

I mean by this that we are not yet able to forecast the conditions under which sulphur will "make good." Professor Shedd in Kentucky has shown quite marked returns for tobacco and soy beans, but has not compared results with those obtained by common treatments. In Ohio also the question was investigated, but with results exceedingly contradictory, while Iowa and Wisconsin developed scientific truths rather than points of immediate practical value.

In the light of the above, is it not dangerous for anyone to claim, say, a 500 per cent. increase from the use of sulphur on alfalfa, or any other crop? Farmers cannot always discriminate, and we must avoid passing out information which, if misused, may react to their disadvantage.

To show the effects which may result from the misuse of sulphur or sulphur compounds and the benefits which have accrued from the use of sulphur-containing complete fertilizers, let me refer to Bulletin 146 of the Pennsylvania Experiment Station—the report of the 35-year tests carried on on one of the richest soils in the United States. Calcium sulphate was used on some plots. The average yield of corn on soil so treated has been, over the 35-year period, 36 bushels per acre; of oats, 31 bushels, and of wheat, slightly over 13 bushels. On the other hand, where complete fertilizer was used containing sulphur in the form of acid phosphate average yields as high as 56 bushels of corn per acre, 43 bushels of oats and 25 bushels of wheat were obtained.

Stating these results differently, the Pennsylvania Experiment Station found that calcium sulphate used over a 35-year period, but not in excessive quantity, produced a crop value of \$72.79 per acre per rotation. Where absolutely no treatment was given, however, the crop value per acre per rotation was \$74.08, indicating that sulphur and sulphur compounds alone cannot be depended upon to maintain fertility.

It is, of course, quite possible, as recently suggested by the editor of the MANUFACTURERS RECORD, that the reason for failure to obtain results from the use of sulphur, wherever such failure has occurred, may have been due to the way in which it was applied. Even granting this, however, I see no reason to believe that the farmers who this year are to plant the 47,000,000 acres of winter wheat planned for next year's bread supply will be able to use sulphur to any better advantage than have our agricultural investigators in the wheat-growing States above reported.

[No suggestion has been made in any article in the MANUFACTURERS RECORD or elsewhere, so far as we know, looking to the use of sulphur on 47,000,000 acres of wheat land. Indeed, on much of this land commercial fertilizers are not used to any appreciable extent, and we are therefore unable to see Professor Haskell's point on that subject. Moreover, no large amount of sulphur is available for any use in powdered form for fertilization, as the present demand exceeds the supply.—Editor MANUFACTURERS RECORD.]

## Soy Bean Meal Suggested for Cattle of Mountain Regions.

Raleigh, N. C., August 25.—[Special.]—While in the mountain region of North Carolina, during the past three weeks, the writer looked at soy beans growing here and there. An idea came into his mind, which it seems is a new one. The cattle-growers in that section have to buy cottonseed meal, and the long haul naturally increases freight rates. Why should they not build plants here and there, crush their own beans, getting the oil, for which there is a ready sale, and using

the cake for their cattle? Upon the writer's return to Raleigh he talked this over with Mr. C. B. Williams of the State Experiment Station, who expressed great appreciation of the suggestion and asked him to set it out for the first time in the MANUFACTURERS RECORD.

There is plenty of water-power anywhere and everywhere to operate mills, and the machinery can be installed cheaply. The beans certainly grow well there, for the lands are rich. The farmers in that region cut their hay only once a year, and in August. Land is high, in some locations running from \$300 for valley and \$150 upland. In only one or two sections have there been any sales of cows, none of these in the blue-grass area. On the other hand, some very fine cows have been brought in from other parts of the country, for breeding purposes, to Avery, Watauga, Ashe and Alleghany counties. It has been a great year for grass, and cattle look well, but they need meal and the lands need lime. North Carolina now gets lime under a State contract at cost from a Tennessee mine and from marl beds near the coast, where there are vast deposits. It has just been arranged for the State to open a mine in the mountain region and to sell to farmers at cost.

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## IS THERE A PIG-IRON FAMINE AHEAD?

Matthew Addy Company Indicates That as Its View.

The Matthew Addy Company of Cincinnati, in its iron market report of August 25, says:

"Apparently the lack of interest in buying pig-iron that was displayed for a month will soon be a thing of the past.

"Last week we reported increased inquiry for prompt shipment, and now this has extended to the balance of this year and the first half of 1918.

"Quite a number of deals are pending today, and they include all kinds of iron—foundry, malleable and basic. Buyers are beginning to wake up to the fact that the country is experiencing a real pig-iron shortage, and that if they expect to keep going they must hustle around and get iron. If the furnaces with whom they have contracts are in trouble and cannot ship promptly, they must go out and buy elsewhere to cover their immediate wants.

"There is a great deal of criticism and quarreling because shipments are being so long delayed. Of course, it is only human nature for a man to demand what he thinks is his, but consideration should be given the fact that these are most extraordinary times in many ways, and that the labor situation is simply playing havoc with things.

"Producers are anxious to get the old contracts cleaned up and out of the way, but with no labor to pull their coke and no men to work the mines, what chance have they to keep up shipments?

"Most of the furnaces of the country sold their output for the balance of this year, and a great deal of it for the first half of next, at prices which looked most attractive when booked, but they now have an entirely different aspect with the tremendous increase in cost, due to labor advances all along the line, and the excessive price of all materials used in the manufacture of pig-iron. In view of this, the claim that they are all making enormous profits is anything but true.

"If they were able to increase their output they might avail themselves of the high prices now ruling, but unfortunately, in spite of their endeavor, their output is persistently decreasing. This condition is particularly unfortunate, as furnaces are not able to even make the deliveries promised, and therefore maximum output of steel works and foundries is threatened. There isn't enough pig-iron being produced to keep this great country supplied; that fact will be realized sooner or later. The wise man will appreciate this and look into the future."

## Hardware Wanted for Norway.

HJALMAR MINDE, P. O. Box, 184, Bergen, Norway.

Give me addresses of manufacturers of hardware, implements, tools, kitchen articles, aluminum pans, low-price cutlery, etc. Am disposed to work on agency basis, but prefer to have sole connection agreement for Norway. Cash payment.

## America's Answer to the Submarine— 10,000,000 Tons of Ships to Be Built

Washington, D. C., August 28.

Since the last issue of the MANUFACTURERS RECORD, in which were described in general terms the plans of the United States Shipping Board in connection with its forthcoming request for an additional \$1,000,000,000 for wooden and steel ship construction and two Government-owned yards for the fabrication of steel ships, the Shipping Board has issued its first detailed statement of activities thus far carried out.

As revealed in this report, the war-time shipbuilding program of the nation in the construction of an emergency fleet contemplates a total of 1272 ships, with a combined tonnage of 7,968,000.

This program includes 433 ships already contracted for at a cost of \$285,000,000, to which should be added contracts now ready for 542 additional ships to cost \$455,000,000 and 237 ships under negotiation, which will cost \$194,000,000. Beyond these there will be built 150 miscellaneous cargo-carrying vessels at a cost of \$194,000,000.

These figures for shipbuilding construction directly prosecuted by the Shipping Board total \$934,000,000, and take no account of commandeered ships or of the yards for fabricating the steel vessels.

According to the latest estimates, the entire shipbuilding program calls for \$1,269,500,000, of which vast sum only \$550,000,000 has been authorized thus far. The commandeering program will require \$515,000,000, with \$250,000,000 already authorized by Congress. The purchase program demands an additional \$150,000,000 for its carrying out.

As the estimates now stand, the Shipping Board will require a total appropriation of \$915,000,000 for the fiscal year ending June 30 next. The total additional sum eventually needed to carry out the \$1,934,500,000 program is \$1,134,500,000, as only \$800,000,000 has been appropriated to date. The Shipping Board has already submitted its detailed estimates to Secretary of the Treasury McAdoo, who will forward them to Con-

gress as soon as he has made a thorough study of the program.

Of particular interest at this time is the question of the flag under which the merchant shipping now building on foreign account, but recently commandeered by the United States in order to accelerate their construction, shall ply the seas.

Nearly 2,000,000 tons of shipping are involved in this question, of which approximately 1,000,000 tons is being built on British account, most of the remainder consisting of French and Norwegian ships.

While the Shipping Board has been urged by Thomas Royden, representative of the British ministry of shipbuilding, to turn over to Great Britain those ships that are being built on British account, and similar requests have been received from other allied or neutral governments, it is expected that a deaf ear will be turned to their requests.

Up to the present time the Shipping Board has made no official announcement on the subject, but it has asserted on high authority that it intends to keep this 2,000,000 tons of shipping under the American flag.

The arguments of Mr. Royden are ingenious and go beyond the present aspect of affairs. He admits the right of the United States to requisition the shipbuilding material and to take charge of the yards in order to accelerate construction. But he holds that it is not necessary that this Government operate them later, nor will he admit any gain in efficiency through such procedure. The gist of British objection probably is found in these further observations by Mr. Royden:

"Indeed, we might as well recognize frankly that if the United States should insist on taking these ships from their British owners and operating them under the American flag it would be done not for any war emergency, but because of the value which these ships would be to the United States in trade after the war. In other words, the United States will take advantage of the state of war to obtain trade advantages at the expense of a friend and ally."

The answer of the Shipping Board to this extreme

"forward-looking" argument has not yet taken the form of a final decision, and it may be assumed that the representatives of Great Britain and the other nations concerned will continue along these or similar lines until the decision is made. It is forecast, however, that these ships will go under the American flag and stay there. That the American people and the American Government intend to have an adequate merchant marine is more than intimated in the words of a high official, who is quoted as saying:

"We are going to get ships under the American flag by any method short of piracy. It is insisted that we are the allies of Great Britain only for the duration of the war, and that as the ships can be operated just as effectively for war purposes under the American flag as under the British flag, every interest of America demands that after the war the ships should be portions of the American and not the British merchant marine."

This small rift in the lute, however, will scarcely affect final results. The immediate expectation is a prompt approval of the entire program of the Shipping Board and the early forwarding of the estimate to Congress by Secretary McAdoo, with the request that the necessary legislation be promptly enacted.

As a collateral war measure Secretary of the Navy Daniels is preparing to submit estimates to Congress for \$350,000,000 to carry out the navy program for a greatly increased number of destroyers, of which mention was made in last week's issue of the MANUFACTURERS RECORD.

The money will be used to expand existing shipbuilding plants and to build additional engine and boiler factories. Navy designers are now preparing plans for a standardized destroyer to facilitate quantity production of this most successful weapon thus far discovered in combating the deadly submarine.

Details of the number of destroyers now under construction or the number contemplated in the new program are withheld for military reasons and in conformity to the policy earlier announced by Secretary Daniels. It is stated, however, that the \$35,000,000 estimate is a minimum, and that it may have to be substantially increased. The expectation is that new destroyers will be delivered so rapidly, beginning early next year, that the supply of trained officers and men will be taxed in putting them into commission.

### LAUNCHING OF FIRST SHIP BUILT AT SAVANNAH.

[Special Correspondence Manufacturers Record.]

Savannah, Ga., August 24.

Herewith are photographs of the launching of the Chaska, the first Savannah-built vessel ever launched. The first photograph shows the Chaska as she slipped from her ways into the Savannah River at 12:30 o'clock Thursday afternoon, August 23. The second illustration shows the new ship just after launching, at anchor in the Savannah River, with flags flying. The occasion

was made a gala day affair, and was attended by the mayor, aldermen, county commissioners and several hundred invited guests. Miss Frieda Cunningham, daughter of Wayne Cunningham, president of the Savannah Engineering & Construction Co., christened the boat.

Chaska is an Indian word, and means "first-born." This is the first of a fleet of 26 sister ships now building, which will follow the Chaska into the water as

fast as they are completed. Her length is 268 feet, dead-weight capacity 2000 tons. In addition to her four masts, she will be fitted with an auxiliary engine.

To the right of the Chaska in the first illustration is a sister ship, Sherrywog, which will be launched in the near future. To the left may be seen the ribs of a third ship of like tonnage and design. The keel of a fourth is being laid at the same plant, that of the Savannah Engineering & Construction Co.



LAUNCHING OF THE "CHASKA," THE FIRST SAVANNAH-BUILT VESSEL.



"CHASKA," AFTER THE LAUNCHING, AT ANCHOR IN THE SAVANNAH RIVER.



## Progress in Plans for Steel Corporation's Shipbuilding Plant at Mobile.

[Special Dispatch to Manufacturers Record.]

Mobile, Ala., August 27.

The first move towards developing the 11,500-acre tract at Chickasabogue for a shipyard recently bought by the Tennessee Land Co. for \$700,000 was announced here today by James F. Coleman of the Coleman Engineering Co., New Orleans. He said a surveying party will be sent here by the Steel Corporation the latter part of this week, and the entire tract will be surveyed and marked off for the various plants that will be built.

"As soon as the survey is completed possibly there will be more information given out regarding the Steel Corporation plans," he declared.

As to the report that the company would buy other tracts of land in the northern part of Mobile and close to the Chickasabogue land, he had nothing to say.

## Piaggio to Build Steel Ships at Pascagoula.

[Special Dispatch to Manufacturers Record.]

Pascagoula, Miss., August 28.

Mr. Henry Piaggio, president of the International Shipbuilding Co., visiting his yards here today, announced that the company would, in addition to the 12 wooden ships, whose construction has been arranged for, build two steel ships, the material for which is now being negotiated. These steel vessels will be much larger than the 3600-ton wooden vessels now being built. The work will commence as soon as material can be had.

## New Floating Drydock for Charleston.

Charleston, S. C., August 25—[Special.]—The Valk & Murdock Company of this city has announced plans for building a sectional floating drydock capable of holding vessels up to 8000 tons at its plant on the Cooper River. The company now does a shipbuilding and repair business, and has for some time been preparing to expand its construction activities on a large scale. The new floating dock, however, will be independent of all other projects, and is designed especially to take care of repair work on all large vessels in the South Atlantic and Canal trade.

The company has made the necessary application to the Secretary of War through the army engineer, and it is believed that there will be no difficulty in obtaining permission for reforming the harbor lines slightly. Work will begin as soon as the Government's permission has been obtained, and the dock will be completed within about six months.

The proposed floating drydock will be capable of holding 8000-ton vessels. It will be 440 feet in length, with a beam of 100 feet. It will rise and fall with the tide, and will be moored and protected by caissons that will serve as fenders.

## To Build Concrete Ships on Great Lakes.

Steps are now being taken to begin the construction of reinforced concrete ships on the Great Lakes at the earliest possible date.

The Torcrete Shipbuilding Co., recently organized at Chicago, is now negotiating for a suitable yard location near Detroit, where it is proposed to begin at once the building of a 1200-ton cargo steamer for Great Lakes service. Additional yards near New York, New Orleans and Los Angeles will be established later. All of these plants will build reinforced concrete vessels after what is known as the Torcrete system.

The company has already prepared a number of designs for Torcrete ships, lighters and barges, which have been submitted to the United States Government and to the United States Emergency Fleet Corporation, with a view to assisting in the rapid construction of a merchant marine.

Technically, Torcrete is a combination of steel and concrete, the practical application of which results in a laminated hull inlaid with steel reinforcing. Torcrete is applied under air pressure after a new process and with a machine, both of which are inventions of Carl Weber, a consulting engineer who has for many years specialized in the various uses of concrete. Mr. Weber is president of the Torcrete Shipbuilding Co. By Mr.

Weber's process the usual forms required for concrete work are practically done away with, while it is claimed the most elaborate stream line hulls are made easily possible and at less cost than by any other known method of shipbuilding. Hull surfaces are perfectly smooth, so skin friction is reduced to a minimum.

The principal offices of the Torcrete Shipbuilding Co. are at 910 S. Michigan avenue, Chicago.

## Galveston to Pay Bonus for Ships Built Locally.

Galveston, Tex., August 24—[Special.]—The Galveston Commercial Association will in a short while formally offer a bonus of \$100,000 for the location of a shipbuilding plant here. This action was decided on after a consideration of the shipbuilding industry revealed the fact that no ships are being built at Galveston and no new construction is under consideration, the local industry being limited to the rehabilitation of several hulls by the Seaboard Transportation & Shipping Co.

The present plans contemplate the offering of a bonus of \$6000 to be paid for each hull started in Galveston costing not less than \$300,000, and that it shall be paid on the same plan approximately as that adopted by the Government and will amount to 2 per cent. in all cases. This will be paid by the trustees of the fund, the trustees to be responsible to the contributors.

## Congress Issues Booklet on Concrete Ships.

Under the authority of the Committee of the Merchant Marine and Fisheries of the United States House of Representatives, a booklet entitled "Concrete Ships" has been published containing the various data and information gathered by the committee in studying the possibilities of vessels constructed of concrete. Various references are given showing what has been accomplished both in the United States and foreign countries toward making the concrete ship practical, and examples of concrete ships in use and others under construction are cited.

## Railroad Extensions to Two Shipyards.

Pascagoula, Miss., August 27—[Special.]—The Alabama & Mississippi Railroad is building a branch from its main line to the Dirks-Blodgett Ship Construction Co.'s plant on the East Pascagoula River. It begins at a point about one-quarter of a mile north of the Louisville & Nashville Railroad, and runs due west one mile, where spurs and siding will be put in. The work of surveying a spur from the Alabama & Mississippi Railroad to the International Shipbuilding Co.'s plant is also under way. This will cross the Louisville & Nashville Railroad and run south three-quarters of a mile, thence west to the East Pascagoula River one mile to the yard of the International Shipbuilding Co. These branches will give the Alabama & Mississippi Railroad Co. terminals at two distinct points on the river.

At the International Shipbuilding Co.'s plant the United States dredgeboat "Wahalak" is dredging out Communion Bayou, a small waterway just north of the site, which will be used for a slit, and the excavated material will be utilized for filling a piece of salt marsh in the center of the shipbuilding site, where the shipways will be situated. The piling for five sets of ways has been driven and the keel of one vessel has been laid at each of the two yards mentioned.

## Shipbuilding News of the Week.

A plant for constructing boats and storing yachts will be established on a three-acre site by G. J. Pilkington of Miami, Fla. It will include concrete and wood buildings, with cement floors, costing \$60,000, and a lighting plant to cost \$2500. All the contracts have been awarded.

A. P. S. Naul, George Rountree and Thomas W. Davis have incorporated the Naul Shipbuilding Co., Wilmington, N. C., with a capitalization of \$100,000. This corporation has secured a six-acre site on the Northeast River for \$20,000, and will build a plant to construct wooden ships for which it has Government

contracts. It represents New York interests, including R. Lawrence Smith and associates, owning three other shipyards.

Three additional marine ways will be built by the American Shipbuilding Co. of Brunswick, Ga., together with shop and other structures for shipbuilding plant. This company has leased land, including a river frontage of 1035 feet, and is understood to have contract for building eleven 3500-ton wooden steamers for the Government. It is reported as to build a large plant to fabricate steel for shipbuilding. In May this company was noted organized with plans to establish yards for the construction of schooners. This company advises the MANUFACTURERS RECORD that it is not prepared to state steel plant details. It has executive offices in New York, and the following officers: S. H. Brown, president; M. Brown, vice-president and general manager; J. E. Lawbright, vice-president; Paul Morton, secretary-treasurer.

## Arousing Interest in Greater Use of River Transportation.

Mobile, Ala., August 25—[Special.]—Inspection of Alabama waterways for the purpose of greater utilization of the rivers and to relieve congested traffic conditions of railroads, completed last week by Federal and State representatives, gives evidence of serious effort to have Alabama's output floated to market. The Alabamians met Walter Parker, assistant to Secretary of Commerce William C. Redfield, in Mobile, where the inspection began. The principal idea in the minds of the party was to formulate plans for utilizing river and bay transportation facilities to best advantage to handle products of Alabama and Mississippi by water instead of rail. Co-operation has been pledged by Mobile, Birmingham, Montgomery, Selma, Demopolis and Tuscaloosa, Ala.

With Mr. Parker were Capt. A. A. Poland, representative of General Black, Chief of Staff of the United States Engineering Department, and working with the committee on inland-waterway transportation of the Council of National Defense; ex-United States Senator Frank S. White, Birmingham, representing the Federal Chamber of Commerce and the National Board of Defense; O. L. Bond, secretary of the Birmingham Traffic Association; M. M. Caskie, manager Montgomery Freight Traffic Bureau; Col. William L. Guthrie, United States Engineers Corps, Mobile, and representatives of other commercial organizations, including this city and others concerned in water transportation.

## Cocoa and Chocolate Factory for New Orleans.

New Orleans, La., August 24—[Special.]—Within a month or two New Orleans will have in operation the first cocoon and breakfast chocolate factory in the South. An old brewing plant has been taken over and remodeled at a cost of something like \$150,000 by the Fuerst & Kraemer Company of this city.

Imports of cocoa beans through New Orleans in the past have been quite large, but they were not used in this city, being transshipped through to Chicago and other points.

The major portion of the new plant will be given over to the manufacture of chocolate and breakfast cocoon, but part will also house one of the largest candy factories in the South. It will have its own ice plant, and will be built along the lines of what are termed "day-light factories."

The inauguration of this plant is expected to encourage the establishment of other like industries at this city and other Southern seaports, as they are close to the tropical supply of the raw material and well located for such enterprises.

## The Cotton Movement.

In his report of August 24 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 24 days of the season was 322,778 bales, an increase over the same period last year of 7206 bales. The exports were 257,977 bales, a decrease of 31,456 bales. The takings were, by Northern spinners, 124,833 bales, an increase of 57,698 bales; by Southern spinners, 186,328 bales, an increase of 5485 bales.

## The Coal Price-Fixing Plan Illuminatingly Presented by a Coal Operator

— Ala., August 27.

Editor Manufacturers Record:

Your editorial, "Government Regulation May Prove Disastrous Instead of Helpful," treats this very important matter from a business, not a sentimental, standpoint, as was to be expected.

I should like to give some information on why coal price-fixing as promulgated by the Government will not prove satisfactory.

The food bill provides that contracts in existence at time of price-fixing shall not be affected. What is the practical result of this? Contracts below the price fixed will not be cancelled, but the majority of those above will be. Coal operators can then only sue in local courts. What chance is there to secure judgment from juries against a local man in the face of the President's statement that Government prices were only set after investigation and that they gave a liberal profit?

Coal is sold in two ways: by contracts, which may run for a few months, several years or for a stipulated tonnage, or in the open market from day to day or from week to week. Contracts are the backbone of all industries, and usually represent 75 per cent. of the output of a coal mine. The coal sold on the open market is termed "spot coal." As the output from any mine varies from day to day, due to car supply, breakdowns, number of men at work, accidents, etc., spot coal is a varying quantity. This is the only coal supposedly affected by the new Government prices.

Prices are not flexible, though output and cost are decidedly changed by car supply, average working time of men, accidents, strikes, etc. Our company with the same number of men employed is producing under the same working conditions only two-thirds of the output produced in 1913.

Miners are paid by the ton. There is no way in these times to make men work when not so inclined. The number of miners who work varies daily from 30 to 80 per cent. of those on the payroll. With present high wages, three to four days per week is the average working time when the mine is working six days.

In Alabama there has been a 30 per cent. wage advance since last November. Two-thirds of this advance since May of this year. There has also been an advance in mine supplies since January of this year of about 200 per cent.

The highly competitive Alabama coal market of 1916 would not permit operators desirous of protecting themselves to insert clauses in contracts allowing for advance in coal cost.

All low-price contracts must be filled, even though at a heavy loss. Spot coal must stand this loss and provide a profit. In July, 1917, our company shipped 52.5 per cent. of output on contracts at an average price of \$2.02 per ton. The average of the spot coal was \$3.65 per ton. If this spot coal had been reduced to \$2.65, as allowed by the Government, our loss would have been 24 cents per ton on our entire output. Would this loss stimulate production?

We are not one of the small inefficient mines that press reports said would be put out of business without materially affecting the coal shortage. We have over \$500,000 invested in our mine, not counting the value of the coal land. All of this would be lost were we compelled to shut down for six months while prices are being investigated.

The investment in land, houses and machinery for a coal mine is practically worthless when the coal is exhausted or mine is forced to cease operations from unforeseen causes.

The maximum price fixed by Secretary Lane, Peabody and Fort for our coal was \$4 per ton. Four dollars cannot be secured on steam grades, as the differential fixed by the same committee on competing steam coals does not offer sufficient inducement to the consumer.

Price differentials established by years of use—determined by the quality of the coal—have fixed relative values. If Government prices are so arranged that the price of high-grade coal is above the usual differential, it will not be purchased until the supply of lower grade coal is exhausted.

Our coal is the "anthracite of the South," primarily

a high-grade domestic coal. The Cahaba field has been developed on this basis. Steam coal is in the nature of a by-product. Strictly steam coal mines fix the steam coal prices. Our run-of-mine costs are considerably higher than those of a steam coal mine. This difference in cost is made up on the domestic grade prices, as in the anthracite field.

Governor Fort of the Federal Trade Commission in a speech made in June said there is no reason why steam coal should not bear the same margin of profit as domestic coal. Neither manufacturer nor domestic coal producer can stand this, as there is no reason in making a by-product share equally with the main product. Manufacturers will buy a lower grade steam coal at lower cost until the supply is exhausted. Domestic operators cannot produce domestic coal without the proper ratio of steam orders, with the result that when manufacturers rather than shut down are ready to pay the high-grade steam-coal cost there is none to be had.

All the different seams of coal in Alabama were thrown into three groups in the Government price-fixing plan. This would have worked had the margin of profit been based on the highest cost of a given group. Two mines working the same seam on adjacent property may have different costs. One may be a new, modern, well-equipped mine. The other may be an old mine which does not now justify the expense of new, modern equipment for only a few more years' work. Shall the old mine, even though a large producer, be put out of business?

The Government price is the same for all coal from mines on what is locally known as the "Big Seam." This seam in one part of the field is five to seven feet thick, with a six-inch parting of rock. Several miles further on this parting grows to three feet or over, thus making two separate seams. The cost of mining a five to seven-foot seam is very much lower than a three-foot seam, yet the quality of the coal may be the same.

In the Cahaba coal field there are five entirely different seams worked. These range in thickness from 30 inches to over 5 feet, are all pitching, but the roof conditions, amount of water, handling of gas, steepness of pitch and depth of mining, together with many other conditions, are entirely different. Some of these mines are 25 years old—others only two years old; some are producing nothing but a high-grade domestic coal—others one-third domestic and two-thirds steam coal; and still others producing nothing but a high-grade steam coal; some are only a few hundred feet deep—others over 1000 feet; some have to pump two tons and over of water per ton of coal—others only a fraction of this. Remember, all of these mines are in one field and are placed in one of the groups with mines from another field requiring less expensive equipment, as they are flat seams without water and gas.

There has been a good deal said about cost plus 10 per cent. This would mean a profit of from 10 to 30 cents per ton, as the investment necessary to produce 100,000 tons annually varies from \$100,000 to \$300,000 in Alabama. Interest rates are high in the South. Money can be invested fairly safely to yield 7 to 8 per cent. As coal mining is a hazardous business, subject to failure of coal, disasters of explosions, fires and cyclones, and bursts of underground water, a higher average income yield is necessary.

In coal mining one year in three is profitable. The average income yield is low, but to even this there must be a large profit in the good years. Coal mining securities as a class have a very poor standing in the financial world. The risks are great, therefore the profits must be high. Will 10 per cent. profit in a good year allow for proper averages? It will not!

Capital is urged to invest in coal mining now so as to increase production for the war period. With the exception of drift mining it takes six to twelve months to equip and develop a mine so as to produce a profitable output. There is little drift mining property available. It costs easily 100 per cent. more to develop and equip a mine now as compared with pre-war years. The average equipment cost of a mine, not counting cost of land, capable of producing 100,000 tons annually in Alabama was easily \$50,000 in pre-war. This now costs \$100,000. How is capital expected to make back

this additional \$50,000 when capital already invested before the war sees little hopes of a fair return?

What will become of the dealers who stocked coal above the Government prices?

What will be the inducement to stock coal if there is a flat price the year round?

In Alabama there has been for many years a differential in price of stock coal of 75 cents per ton between spring and winter. There is an actual cost to a dealer in interest, slackage, etc., of 35 to 50 cents per ton. The dealers in the South have a short season and most of them handle a small tonnage. A large profit per ton means for them a small annual income.

In the President's proclamation announcing coal prices great stress was laid on the fact that same was made after a thorough investigation of production costs. Two mines only were investigated in Alabama. One of these, belonging to the Tennessee Coal, Iron & Railroad Company, produces little commercial coal. No basis for fixing prices at other mines could possibly have been determined from the information secured.

This outburst is for your information, with no desire for publication over the writer's name, for obvious reasons. I have no objection to your using any part of it you may desire.

### The Coal-Fixing Scheme and Its Inequalities.

[Special Correspondence Manufacturers Record.]

Washington, D. C., August 28.

Complaints of the effects of governmental regulation of the price of coal at the mines are being received at Washington from many quarters.

The statement is freely made that a price of \$2 a ton at the mine for bituminous coal will force many of the small mines to shut down, as they cannot produce the coal at that price.

A group of Birmingham coal operators appeared before the Federal Trade Commission today to present their side of the case. Many operators have also appealed to the President for the cost figures on which the prices are based. They are also anxious to learn why they were not given a hearing before the prices were fixed.

As a result of the hearings now being held, the Federal Trade Commission will send inspectors to the mines for the purpose of verifying the statements made as to the cost of production. These inspectors will look into all features of the conditions of production, including the rates of wages paid to labor and other related features.

It is virtually assured that relief will be given by the Federal Trade Commission where such is necessary. This naturally means a concession that will permit higher rates at certain mines should the present prices fixed by the Government be found confiscatory.

Incidental to the drive from all quarters, the bituminous operators from Michigan have cited the absence of prices for Michigan mines as evidence of looseness in the Government's regulation of the coal industry throughout.

It is understood that Dr. Garfield, the newly appointed coal controller, will turn his attention to coal as soon as he finishes the consideration of the price for the 1917 wheat crop. This will probably be before the end of the present week, when the entire problem will be passed by him to President Wilson. Offices have already been leased by Dr. Garfield and an organization to run the coal industry put under way of formation.

An important phase of the argument advanced by the operators is that the prices at the mines as they now stand will necessarily force the smaller mines to close down, and thus in the aggregate serve to decrease materially the coal output.

Indications are now that this feature of the situation has been impressed upon the Government as one that cannot be wilfully ignored. As the price-fixing policy promises to be extended into numerous related fields of industrial production, it has also become obvious that the conditions involved must be met intelligently and justly at the very beginning. Under this view, the coal operators, especially those operating the smaller mines, are sanguine of an open-minded reception of their pleas by the Federal Trade Commission, with the expectation that the investigations by the Government inspectors will be made without bias, and that relief will surely be forthcoming as a result of the conditions revealed.



# News and Views from Our Readers

## Wants Needed Embargoed Goods Released for Use in This Country.

GEO. FIRMIN, Little Rock, Ark.

Referring to various items regarding "agricultural implements needed in France," an appeal by implement dealers for an emergency order by League of Defense to allow steel to be diverted to implement manufacturers.

Have you looked into conditions of the docks and vessels lying in docks to determine how much of these commodities are stacked up, and possibly have been for some time, embargoed on account of being consigned to neutral or hostile countries, with possibly no chance to move during the war, causing delay to other commodities and congestion in transportation, the release of which through the medium of some Government order to those who can use and put to work would kill two birds with one stone, i. e., place implements where they would immediately be used for producing crops, and at same time releasing the room at docks, cars in yards and ships in slips for other war-time necessities.

I have in mind particularly conditions as they existed at Savannah 30 days ago, with great piles of implements and thousands of tons of cottonseed cake embargoed because en route to Netherlands or Norway.

All of this has a market value easily determined, and possibly under Government protection as a war measure could be put into a prize court and the real owners protected and our cause in general helped.

It is not shipped, I understand, through fear of seizure on high seas. Then why not seize at home and relieve our congested yards, storehouses and vessels.

## The Cotton Situation as Viewed by a New Orleans Man.

W. W. MORRISON, New Orleans, La.

With the exception of Central, West and Southwest Texas, the cotton crop throughout the belt is progressing well. There is less rust and shedding than is usual at this time of the year. This is directly due to thorough cultivation and favorable climatic conditions which have obtained so far during the critical period of the plant's life. There are exceptions here and there, mostly caused by too much rain, but they are not sufficient in extent to be very important.

An unusually long spell of cold weather in the spring left an extensive part of the belt with poor stands. That condition continues practically unchanged. In the weevil-infested area the pest has been less active than in any year since the infestation became well established. Some sections report damage, it is true, but they are sporadic, not general. Early in July some points in Alabama reported considerable ravages, but of late these reports have been less frequent.

It is the most difficult crop to form anything like a satisfactory opinion about that we recall. The item of poor stands dates so far back that we are apt to overlook it, particularly since it is now obscured by the flourishing growth of the plant. It vitally concerns the final outcome, however. The crop is two weeks late, and is largely unsupported by fertilizers, and there is much moisture outside of Texas. These are conditions favorable to the activities of the weevil, and the pest can yet do great damage to the crop.

It looks at this time that the yield, outside of Texas, will be larger than last year, including the weevil-infested sections. The infested parts of both Louisiana and Mississippi, which comprise the greater part of both States, are confidently expected to make the largest crop they have for several years. In Central, West and Southwest Texas the crop is permanently impaired. Rain would now likely do more harm than good. The yield in Texas can, therefore, be expected to be well below that of last year.

With average climatic conditions continuing, it appears now that 13,500,000, all told, will be sufficiently near the final yield for such calculations as business will require. The variation, either above or below, will hardly be more than two weeks' supply for the world. While this amount might temporarily affect the future market, it is improbable that it will influence the spot market, hence it is unimportant. Not counting the surplus

which existed at the beginning of the season and which must be maintained to prevent chaotic conditions in cotton affairs, it looks that around 6,000,000 bales will have to be carried out of the crop until it can be shipped abroad.

Those who think that the producer is unable to carry this surplus believe that prices will go much lower. Those who think otherwise believe that the crop will be liquidated at the higher prices current in recent months. Now, it is practically certain that capital will not carry the surplus at prevailing prices, hence if the producer cannot take care of it the price will have to go down to where capital will be willing to take hold. The records indicate, however, that the producer can not only carry the surplus indefinitely, but the entire crop should it be necessary.

It is proper to state in this connection that the trend of business with Japan and the Latin republics, and with the allied countries also, indicates that a good part of the crop needed for export will move out about as freely as the part needed for consumption here will move to the domestic mills. So it seems entirely probable that there will be no such congestion and no such necessity for carrying cotton as the more pessimistic view predicts.

The Government has fixed the price of wheat at \$2 per bushel. This probably brings a larger profit to the producer than cotton would at 30 cents a pound. Cotton is not a food product, and is not likely, therefore, to be subject to price regulation. Should regulation come, however, the price would hardly be below the prices current today. It seems more reasonable to expect that the price fixed would be above.

I look for a sane and orderly liquidation of the crop, regardless of what prices may prevail.

## Mississippi Jury in Indicting the Kaiser Knew Its Business.

CHAS. E. CHIDSEY, Pascagoula, Miss.

Since the indictment of the Kaiser by a Mississippi grand jury some lawyers (?) and journalists seem inclined to be funny at the expense of that jury. They have another laugh coming to them, and on the wrong side of their mouth.

I have in previous articles in the MANUFACTURERS RECORD pointed out and clearly established:

(a) That the law of nations is the common law of all nations, and that it cannot be modified or changed without the consent of all nations, and that no one nation can modify its provisions to suit the exigencies of its own case.

(b) That an offense against the law of nations is an offense against all nations.

(c) That the murder of non-combatants by land or sea is an offense against the law of nations. If committed upon land it is cognizable by the nation within whose territory it was committed; if upon the high seas, it is within the jurisdiction of any nation that obtains control of the bodies of the offenders, and that such offenses are indictable at common law.

(d) That the law of nations is part of the municipal law of every State within the United States, and their courts can take cognizance of offenses against the law of nations when committed within the territory of the State. If, however, the offense is committed upon the high seas, then it is indictable by the United States Grand Jury, for the city of Baltimore or any other city that might take cognizance of it.

(e) That the sinking of the Lusitania was an act of piracy and a crime against the law of nations, and is indictable by the grand juries of the United States, and that irrespective of the fact that the victims of that piratical act were or were not citizens of neutral or belligerent countries, they were non-combatants, and hence their ruthless killing upon the high seas was murder, and an act of piracy.

(f) That as the German Empire has no Constitutional Government, and that its war lord, William Hohenzollern, is absolute master of all matters pertaining to the prosecution of the war, all authority emanating from him, an indictment would properly lie against him for authorizing these acts of piracy, though he did not personally participate in them.

(g) Should William Hohenzollern be indicted by a

Federal Grand Jury for these acts of piracy and be brought to trial, he cannot legally, except to the jurisdiction of the court, but must stand trial as any common felon and show to the satisfaction of the court that he is not guilty of the crimes charged against him.

## Getting Buyers for Georgia Mica.

G. V. KELLY, Assistant Secretary Georgia Chamber of Commerce, Atlanta, Ga.

The Georgia Chamber of Commerce is at work at the present time on the mica possibilities in Georgia. Recently they have put in touch with several buyers of mica over 400 people who own mica deposits in this State, and every day letters are being received and people are calling at the offices of the organization to secure information as to the sale of the mica on their lands.

Mica is found in the north and southwestern parts of this State, and the grade is considered as good as any in this section of the country. The demand for mica at this time is good, due to the fact that importations have practically ceased from India, due to war conditions and the increased uses for this material in war materials, insulations of all kinds, as well as the mixing of ground mica with asbestos, etc., for roofing.

The finest grades of sheet mica is squared from two inches up, and the lower grades of "scrap" mica is used for grinding and mixing with other materials as above stated.

## Improved Outlook for Meat Production in South Georgia.

ALBERT M. SMITH, Secretary Board of Trade, Brunswick, Ga.

The tick eradication law passed by the Georgia Legislature at the session just closed makes it impossible for the cattle owner who refused to dip his cattle and free them from ticks to move or ship them from one county to the other and thus reinfest cattle and territory that have been freed from the Texas fever tick. All that is necessary for a cattle owner to do to enable him to sell and ship his cattle is to dip them and free them from ticks. Amendments were offered, but defeated, by which tick-infested cattle could be sold and shipped if intended for immediate slaughter. The tendency of these amendments would have been to make the packers the only bidders for cattle, to prevent their sale for breeding and to lower rather than upbuild the grades of cattle. It is fortunate that these amendments were killed.

The tick eradication law should entirely rid Georgia of the cattle tick within a very short time, making possible growth of cattle raising that will within a few years make South Georgia the largest meat-producing section of the United States, for which it is almost ideally fitted.

## Fraudulent "Peace" Organizations.

C. T. THURMAN, General Agent, the Mutual Benefit Life Insurance Co. of Newark, N. J., Raleigh, N. C.

I beg to enclose herewith my check for \$4 in payment of my subscription to the MANUFACTURERS RECORD.

I wish to commend you for the wonderful work you are doing in behalf of Southern development, and especially your efforts to awaken the country to the danger of permitting various so-called peace organizations to carry on their insidious propaganda. I wish you God-speed in your work.

## Gratified at Vigor of Fight on John Barleycorn

L. F. CULVER, Pascagoula, Miss.

I have never read a paper that more fully accorded with my own sentiments. Your loyalty is not only unquestioned, but aggressive, and the vigorous way you have of punching John Barleycorn in the ribs or on the nose and other sensitive points of that old scoundrel meets my entire approval. I have been in the fight against him all my life. There was a time that he laughed at our thrusts, but he is not laughing now.

## A Cotton Harvest Festival Season Proposed Every Boll of Cotton Should Be Saved This Year

1300 Massachusetts Avenue N. W.,  
Washington, D. C., August 24.

Editor *Manufacturers Record*:

I believe the MANUFACTURERS RECORD, which goes into every county and almost every newspaper office in the South, can do that section a great service, as it has done constantly for many years, by instituting a program for a Cotton Harvest Festival Season, the specific date to be set by each cotton section or farming community or county as may be agreed upon by the local paper and interested people.

The unusual pound value of the crop emphasizes the importance of saving every boll. The movement is in harmony with the national campaign for conservation.

Since the days of Eli Whitney the gathering of the cotton crop has been a perplexing problem. Cotton-picking time is the season of greatest labor stress and activity in the cotton belt. The slow process of gathering the staple lock by lock, by hand, has proved not only expensive, but also so slow that the loss from rain and storms every year is large, depending on the severity of the equinoctial phenomenon.

The recent exodus of farm labor from the cotton belt and the enlistments for the war of many young farmers make the condition more acute and subjects that important crop to increased hazard, increasing loss and deterioration with every day that it is left in the field after the bolls are open.

Inventive genius has not yet evolved a practical cotton-harvesting machine. To meet that condition I submit that your great journal inaugurate a movement contemplating the co-operation of the Governors of the Cotton Belt States, the Mayors of towns and the local influences in every cotton-growing community to arouse interest in the cotton harvest.

### American Locomotive Co. Report.

Sylvanus L. Schoonmaker, chairman of the board of directors of the American Locomotive Co., says in its sixteenth annual report, which covers the year ended June 30, 1917:

"The munitions work at Richmond and Montreal will be completed in August, 1917. The work of restoring these plants to locomotive production uses has already been started, and when completed the entire capacity of all of the plants of the company will be devoted exclusively to the manufacture of locomotives, which are urgently needed abroad as a war necessity, and also by the railroads of this country.

"As a part of the plan of restoring the Richmond plant, and with the purpose of obtaining an immediate increase in the foundry capacity of that plant for locomotive work, the company purchased on June 25, 1917, the land and buildings of the Henrico Iron Works Corporation at Richmond, Va., suitable, with improvements which can be quickly installed, for making locomotive gray iron castings. As a part of the purchase price of the Henrico property, your company assumed an outstanding mortgage of \$25,000, represented by an issue of the Henrico Iron Works Corporation of first mortgage 6 per cent. gold bonds maturing August 15, 1919, which cannot be retired prior to maturity."

In harmony with the purpose of the management to make as much of the material entering in large quantities into the construction of locomotives as can be produced economically, the company also bought the steel casting plant of the Penn Seaboard Steel Corporation at Chester, Pa., on July 2 of this year.

The amount of unfilled locomotive orders on the books on June 30, 1917, was \$77,620,449, as compared with \$19,376,532 on the same date of last year, and the unfilled munitions orders amounted to \$3,566,528.

A profit of \$9,406,908.74 was the result of the year's operations, and, after deducting \$2,205,318.95 for income and war taxes and the payment of dividends aggregating \$3,256,000, there was left a surplus of \$3,951,679.79, from which there was created a reserve of \$2,000,000 for additions and betterments, and the remainder was added to the accumulated surplus of the company. The tax deduction, while providing for in-

About two weeks before the autumnal equinox, when the cotton fields are white with the staple and most of the crop open, a grand harvest or cotton-picking season should be proclaimed as above. In every cotton-growing community in the cotton belt county officers, the Mayor and other town officials, bankers, merchants, pastors of local churches, schools, boards, superintendents, teachers and pupils should be, in a systematic manner, organized as a cotton-picking force; such industries as may be temporarily suspended without great loss should be closed and the operatives thus made available urged to join the harvest host.

Under such a program I believe that it is possible, and perfectly practicable, with the assistance of the local press, to mobilize practically all of the physical force of every cotton community in the South for the purpose of saving the cotton crop. Women should be urged to participate and automobiles commandeered by local sentiment and enthusiasm for use in transporting the volunteers from the towns and villages to and from the cotton fields. To each community should be left entirely the method of encouraging the holiday spirit, rate of pay, program of field selection, etc. It may not be possible in some instances to cover the whole of a county, or district, from the town or center, but the relief that would come from gathering the cotton most accessible would obviously make it easier for the regular farm labor to reach the remote sections.

Believing the success of such a movement depends largely on the auspices under which it may be launched, I am inviting your attention to the thought, hoping the MANUFACTURERS RECORD will inaugurate the movement and amplify the details. The fields in the extreme Southern section are already white, and no time is to be lost.

J. E. MERCER.

come and war taxes levied or to be levied, does not provide for the proposed excess profits tax.

The gross earnings of the company during the year were \$82,213,845.03, increase as compared with the next preceding year \$22,897,828.72; expenses and depreciation, including cost of equipment for ammunition orders, \$72,614,654.15, increase \$25,164,071.75; profit after deducting interest, etc., on bonds of constituent companies, coupon notes, etc., and also taxes, \$7,201,679.79, decrease \$3,567,748.80. Dividends on preferred stock were 7 per cent., on common stock 5 per cent., and there was a special Red Cross dividend of 1 per cent., amounting to \$250,000, on the common stock.

### Harvesting of Louisiana's Valuable Rice Crop Begins.

New Orleans, La., August 24—[Special.]—The Louisiana rice season is on, and, as usual, the first mills to begin operations are the New Orleans mills, which have begun milling the fine crop of Honduras rice grown along the river just starting to come into the rice capital in large volume.

One of the leading officials of the largest rice company in the United States says that the farm value of the 1917 rice crop of this section will be between \$25,000,000 and \$30,000,000. The value of the by-products of the industry may be very greatly enhanced by the recent movement to use more of the rice straw for feeding stock on the rice farms and by the use of rice char as a decolorizing substitute for bone black in the refining of sugar.

The great fall advertising campaign to bring about a greater use of rice in the Northern United States has been abandoned owing to the fact that the farmers will get at least \$6 a barrel for their rice and can sell more than they will produce. Notwithstanding an increase of 100,000 acres in Louisiana, the production, due to the protracted drouth of this spring and summer just ended, is not expected to exceed 25 per cent. of last year's output. The high prices which rice will bring this year will, in the opinion of this leading rice expert, more than offset this decrease as compared with the production of 1916. Rains along the Mississippi River are

hindering the harvesting operations, but no harm has been done by them yet, as the season is still young.

Sales of rice bran are large, and the market for it is steadily growing. The recent activity of the Louisiana State Department of Agriculture in prohibiting all feeds in this State which contain rice hulls is commended by the leading rice millers, who would like other States into which rice bran is shipped to do likewise. This adulteration of such an excellent feed as rice bran has injured the business somewhat, and the responsible members of the rice trade are glad to see steps taken to punish this gross violation of industrial ethics.

All of the mills in the State of Louisiana will operate this season, and one or two that have only operated spasmodically heretofore will also operate during the coming mill year. A significant indication of revived activity is to be found in the report that the old Manchester mill, located near Lake Charles, La., which has been idle for 10 or 12 years, is to be put in shape at once to mill this season. At least one new mill will start in the Gueydan district in Southwest Louisiana.

### "God Is Dead."

[Baltimore Southern Methodist.]

Thus spoke Friedrich Wilhelm Nietzsche, the man who has had more influence upon the ruling classes of Germany of the present generation than any other. Treitschke, Bernhardi, statesmen, professors, poets, preachers have been so hypnotized by Nietzsche's insane philosophy of the "superman" that the world-blessing Germany, which has had the admiration and love of humanity, has been transformed into a nation obsessed with the idea of dominating the world at whatever cost for her own ends.

Nietzsche was born a neurotic, lived a misanthrope and died a madman. The fruits of his atheistic philosophy have ripened into the most terrible calamity that has ever cursed the world. Treasures that can never be replaced have been destroyed, vast territories have been devastated beyond the destructive power of earthquake, fire, flood and tornado combined. Ten millions of men have been slaughtered and as many more maimed for life. Twenty millions are now under arms, and nearly every industry except those connected with war has been crippled. Commerce has been paralyzed, and the whole world is threatened with starvation. Manhood has been enslaved, womanhood violated and childhood destroyed.

"The crowd in the market-place says we are all equal before God. Indeed? But I tell you that God is dead," says the loathsome blasphemer.

Again, he says in defiance to the teachings of God's Holy Word: "One must learn to love oneself with a whole and hearty love, that one may find life with oneself enduring, and not go gadding about. This gadding about is familiar. It is called loving one's neighbor." "Do what is convenient, what your power makes possible." "The strong must grow stronger, and that they may do so, they must waste no strength in the vain task of trying to help the weak."

"I do not exhort you to peace, but victory," exclaims the madman. Is there not an echo of this in all of the speeches of the Kaiser to his troops? The abominable, diabolical thing called "glorious victory" is the only answer the average man can give to the "why" of the war. But deeper down is the real answer. The underlying cause that will some day be recognized when we are so far away from this hideous tragedy not to be confused is a philosophy of heathenism, of selfishness, gloating in a denial of Christianity and all its teachings—absolutely the opposite to its doctrines and practices—the insane and insane philosophy of the superman that colors the 18 large volumes of this modern pagan, which has poisoned German philosophy and devitalized German theology.

### Italy Wants Packing Case Materials.

LICCIADDELLO & FORZA, Catania, Italy.

You are aware of the heavy export trade of this island in oranges and citrons (lemons). These are packed in cases, the material for which comes from America. Since our American firm has given agency for the sale of its cases here to another firm, we ask you to find for us some factory making this same class of goods. Every case of the goods we want contains 40 sheets, and the sizes are 27½x13¾x3-16, 26½x11x3-16 inches.



## Interesting Features and Plans of Coming Chemical Exposition

WITH 350 EXHIBITORS, IMPORTANT ADDRESSES AND MOTION PICTURES,  
THE CHEMICAL INDUSTRY IN AMERICA WILL BE COMPREHENSIVELY  
COVERED—SOUTHERN OPPORTUNITY SECTION A SPECIAL FEATURE.

Plans are rapidly being perfected for holding the Third National Exposition of Chemical Industries in the Grand Central Palace, New York city, the week of September 24. The demand for space has exceeded that of any previous exposition, and has necessitated the adding of another floor, thus giving three floors devoted to the exposition, which it is said will be the largest one of its kind that has ever been held. The number of exhibitors are about 350, and these will cover all the ramifications of the chemical industry. Many of the exhibitors will bring out for the first time their most recent improvements, showing equipment and materials developed to reduce costs or increase production in many fields.

Reaching, as it does, into every branch of chemical and associated industries, the exposition will appeal with unusual force to those who are engaged in creating permanent chemical industries in America. In addition to exhibits by practically all of the manufacturers of equipment and machinery needed in the chemical industries, several sections of the exposition have been set aside for special purposes. Among these is the "Southern Opportunity Section," where the raw materials and possibilities for chemical manufacture in the South will be displayed for the benefit of financiers, manufacturers and chemists. These Southern exhibits will be made by several important railroad systems, public service companies, commercial organizations, chemical manufacturers and others making products of special interest in the chemical field or having resources and advantages suited for chemical industries. Other special sections will include those for the pulp and paper, rubber, textile and American dyestuff industries.

In connection with the exhibits, arrangements have been completed for holding special instructive meetings in the afternoons and evenings of the week, at which there will either be delivered addresses by authorities on various matters relating to the chemical industry or motion pictures will be displayed showing plant operations in many lines where chemical matters play an important part.

On the opening day formal addresses will be made by Dr. Charles H. Herty, chairman of the exposition advisory committee and editor of the Journal of Industrial and Engineering Chemistry; Dr. Julius Stieglitz, president of the American Chemical Society; Dr. C. C. Fink, president of the American Electrochemical Society, and Dr. G. W. Thompson, president of the American Institute of Chemical Engineers. On other days the following addresses will be made:

"Glass Manufacture," by Dr. Alexander Silverman, University of Pittsburgh.

"The Operation and Work of the National Research Council for the National Weal," by Dr. M. T. Bogert, chairman Chemical Committee, National Research Council.

"The Tariff Commission and Its Operation," by Dr. F. W. Taussig, chairman United States Tariff Commission.

"The Tariff Commission and Its Operation with Reference to the Chemical Schedule," by Dr. Grinnell Jones, chemist to United States Tariff Commission.

"The Development of Export Trade with South America," by Mr. W. S. Kies, vice-president National City Bank, New York city.

"The Future of the American Chemical Industry," by Dr. L. H. Baekeland, member Naval Consulting Board.

"Symposium on National Resources for Chemical and Allied Industries," by C. H. Crawford, assistant to the president Nashville, Chattanooga & St. Louis Railway; V. V. Kelsey, chemist-industrial agent Carolina, Clinchfield & Ohio Railway; Dr. T. Poole Maynard, mineralogist-geologist Central of Georgia Railway; Dr. E. A. Schubert, mineralogist-geologist Norfolk & Western Railway; J. H. Watkins, geologist Southern Railway.

The moving-picture program, which will be provided for a portion of each day, will include the following:

Hydraulic Power Development.

Making a Giant Steam Turbine.

(a) Handling Pig-Iron.

(b) Filling the Cupola and Pouring Castings.

(c) Machinery and Assembling the Castings.

Generation of Electric Power.

Transmission of Electric Power.

The Fixation of Atmospheric Nitrogen by Electricity at Niagara Falls and Feeding the Soil with the Products.

The King of the Rails, or the Evolution of Transportation.

Carpet Weaving.

Manufacture and Use of Wool and Its Products.

Cotton as a Source of Wealth—Growing and Manufacturing Its Products.

The Manufacture of Leather and Its Products.

(a) Tanning.

(b) Working Up Leather.

(c) Manufacturing of Shoes.

The Manufacture of Glass.

Production of Spelter and Manufacture of Lead Products, including—

(a) Mining Zinc and Lead Ore in Oklahoma.

(b) Smelting for Lead and Zinc at Joplin and Henrietta.

(c) Production of Sublimed Lead Pigment from the Ore by the Fume Process.

(d) Manufacture of Carbonate of Lead for Paint Pigment.

(e) Manufacture of Lead Paints.

Manufacture of Linen Bond Paper.

The Cordage Industry.

Manufacture of Paint.

The Soap Industry.

The Manufacture of Perfumes.

Coal, Coke and By-Products Industry, including—

(a) Coal Mining Operations.

(b) Old and New Methods of Coking Coal.

(c) Recovery of By-Products.

(d) Use and Results from Ammonium Sulphate as a Fertilizer.

The Asphalt Industry, including—

(a) Removing Asphalt from Trinidad and Bermudez Lakes.

(b) Transportation of Raw Asphalt.

(c) Refining and Manufacturing.

(d) Building Roads and Streets.

(e) Manufacture of Prepared Roofings and Other Products.

The Petroleum Industry.

The Metal Industries, showing Silver—"The Treasure of the Incas," and Gold—"The Basis of Business."

Asbestos as Fire Protection.

Building of Roads and Their Maintenance.

Farming with Dynamite.

The Sugar Industry.

The Flour Industry.

The Manufacture of Portland Cement.

Triumph of the Ultramicroscope.

The Milk Industry.

Preparation of Condensed Milk.

As this exposition will serve to bring together the important factors of the country having to do with every phase of the chemical industry from the raw materials to the finished product, including the manufacturers of machinery and equipment as well as the financiers and bankers who provide funds for these industries, an opportunity is offered to those in the South who have the resources or the locations and the facilities for chemical manufacture to get in direct touch with the leaders in the industry.

The South is fortunate in possessing in an unusual degree and to an extent not matched by any other section of America a range of raw materials, power facilities and manufacturing sites so located in respect to one another that economical manufacture and distribution are possible to an unusual degree. These facts are thoroughly established by those who have investigated the resources of the South for chemical and associated industries.

In view of this condition, the South should find that attendance at the Chemical Exposition in New York would not only give them an opportunity of becoming thoroughly posted on the growth and development of this industry, but would place them in touch with the people who are interested in knowing where they can obtain their raw materials and where they can be manufactured and distributed to the greatest economical advantage.

Every State in the South, from Maryland to Texas, has certain deposits of materials suited to some phase of chemical manufacture that should justify attendance at the exposition by State geologists and officials of State governments in charge of matters relating to each State's industrial expansion, representatives of cities or

sections having advantages for special lines of chemical manufacture, by manufacturers whose industries depend upon chemistry in any way, and by leaders in finance and industry in the South who are the active factors in Southern development.

### Columbia Cotton Mill Working on Large Government Contract.

Columbia, Tenn., August 23.—[Special.]—The Columbia Cotton Mill Co., located in the middle basin of Tennessee just north of the cotton belt, is running at full capacity with the limited labor of less than 150 people in an effort to fill an order for 900,000 yards of army duck cloth by next March. This factory has long enjoyed a splendid market for its cotton goods, and the large Government order will require 72 per cent. of the output of the plant, so that the remaining 28 per cent. will be used in satisfying orders incident to the miscellaneous demand for cotton goods. The duck cloth for Uncle Sam is of especially strong fiber, and will be used for tentage, while a lighter weight of the same cloth will be converted into khaki for soldiers' uniforms.

The raw material for this mammoth order can by no means be supplied by local producers. The factory has contracts for 500 bales of cotton to be supplied by local farmers, which represents about 25 per cent. of the necessary raw product for the order. The balance will be shipped from the cotton States in the South. During normal times local territory supplied nearly sufficient raw fiber for the demands of this factory, the cotton being produced under contract by local farmers.

Seven complete bales of cotton will be consumed each day during the life of the Government order, provided the mill operates only in day time. Plans are being made by the management to work a night shift in order to assist the Government in expediting the work of assembling equipment for the soldiers. In the event that the order is handled by only one shift of 130 people under the present arrangement, the 900,000 yards will be ready for use early in the spring of 1918.

Approximately 2000 bales, or 1,000,000 pounds, of the raw cotton will be required to produce this order, and in money at the present prices of cotton this is equivalent to more than \$250,000. Scores of carding and weaving machines are running at full capacity under the direction of skilled labor, consisting of men, women, boys and girls.

### Soldiers' Business Aid Committee of North Carolina Sets Example for Other States.

Raleigh, N. C., August 24.—[Special.]—The State of North Carolina is a pioneer in a most important program for looking after the private business of soldiers, sailors and marines. The scheme was devised by a widely-known lawyer of Raleigh, James H. Pou, and was promptly taken up by the State Council of Defense, the chairman of which is D. H. Hill, the secretary being W. S. Wilson. Many States are now writing to the Council asking for full information of the work to be done by what has been named "The Soldiers' Business Aid Committee," so as to adopt it.

The committee is to give assistance to soldiers, sailors and marines in managing all the details of their private business while away from home and to assist them in obtaining employment when they return. It will render without charge any legal service, from the call to the colors until the war ends; see that there should be no lapse of insurance policies; no failure to pay taxes or interest on mortgages, and also to make any legal transfers of property desired by the soldier or his family; see that no advantage is taken of any soldier in legal proceedings; to look after and care for all persons dependent on a soldier for support; to aid soldiers in getting employment when they return; to arrange for special training or education of soldiers partially disabled by wounds or disease; to see that all calls to the colors are properly registered so that they can vote while absent; to perform any other possible service for soldiers when necessity arises during absence at the front.

The county will be the unit of organization, with a committee of not less than six members, each committee to serve exclusively its county's soldiers and to form branch committees. The Committee will depend upon voluntary contributions, and whenever soldiers can do so they will be expected after the war to repay money thus advanced to them. No officer of the league is to receive pay for any service.

## Industrial Growth of Monroe, La., Result of Natural Gas Development

Monroe, La., August 22—[Special.]—Discovery of natural gas in this district, with a possibility that oil will be found later, has brought industrial development that is making Monroe a manufacturing center.

Quick to realize the possibilities of the gas and oil field and the natural resources of the rich Monroe district, some of the largest corporations and financial syndicates in the United States have begun operations in this territory and are spending large sums of money in establishing new enterprises and industries.

The Monroe gas field is thought to be one of the greatest in the world, and the quality of gas is high.

Since the first well was started, in June, 1916, eleven producing gas wells have been brought in, with a total combined capacity of 190,000,000 cubic feet of gas per day. Many other wells are now being drilled, and before the year closes more than a score will be in operation.

Some of the large oil companies are now interested in the Monroe field, among them being the Standard Oil Co., the Gulf Refining Co., the Atlas Oil Co., the Producers' Oil Co., Louisiana-Arkansas Oil & Development Co., Progressive Oil & Gas Co., the Potter Palmer interests and W. B. McCormick, who brought in the first two wells in the Terrebonne field. Mr. McCormick has a large interest in the Ouachita Natural Gas & Oil Co., one of the pioneers of the Monroe field.

The Ouachita Natural Gas & Oil Co. has completed three gas wells having a capacity of 75,000,000 cubic feet of gas per day, and has one nearing completion. This company has constructed a pipe line from the field to the city of Monroe, and gas is now being used by the city power plant and other industries. The shops of the Queen & Crescent Railroad and the Missouri Pacific Railroad will use natural gas for fuel as soon as the equipment can be installed. The Ouachita company will also construct a pipe line to West Monroe when the pipe can be obtained.

The Arkansas & Louisiana Midland Railroad, connecting Monroe and Monticello, Ark., runs through the gas field, thus giving adequate transportation facilities to the gas and oil companies and industrial enterprises in the district. The railroad is to be extended from Monticello to Pine Bluff, Ark., the survey and preliminary work having been completed. This line has connections at Monroe with the Queen & Crescent and Missouri Pacific systems, and at Pine Bluff it will connect with the Cotton Belt and other railroads entering that place. T. J. Shelton, traffic manager of the Arkansas & Louisiana Midland, is one of the "live wires" of the rich Monroe district, and is always constantly on the job in industrial and development work. He has done more perhaps than any other one man in Monroe in bringing new industries and new enterprises to this section. Mr. Shelton is a strong advocate of publicity and advertising in development work.

The extent of the proven Monroe gas field is about 20 miles in length and about 10 miles in width, and later developments may make it much larger. Only two of the wells drilled in the district, one in the northeastern edge and one in the extreme southwestern part, have proven to be dry holes.

Geologists and oil and gas experts who have examined the situation closely are of the opinion that both gas and oil and probably a valuable salt mine will be found within the corporate limits of the city of Monroe. Small gas wells are now in operation in the city, but they are shallow, and not of sufficient depth to reach the main gas reservoir underneath. Experts have expressed the opinion that it is only a question of going deep enough to strike both gas and oil inside the city limits.

That the Monroe district will become one of the greatest oil fields in this country is the confident prediction of representatives of the big oil and gas companies operating in this territory. The only question to be settled, the experts say, is the depth at which the oil will be found. In the opinion of the best drillers, the oil pool will be struck at a depth of about 2550 feet. Up to this time none of the gas wells have reached that depth. Some of the companies now drilling wells are working with the determination of reaching the oil pool and bringing in gushers.

The Monroe district is now producing gasoline that

is made from natural gas, and the volume of this production will increase as fast as the machinery and equipment can be secured for extracting the gasoline from the gas. Tests have demonstrated that gasoline can be extracted from the gas without impairing the fuel or illuminating value of the gas.

The development of this process for making gasoline from gas will make Monroe an important gasoline manufacturing and distributing center. Large storage tanks are to be constructed for handling the gasoline. It is understood that the Standard Oil Co. is now preparing to go heavily into the gasoline manufacturing business in the Monroe district. The Standard is also ready to connect up Monroe with a pipe line to the big refinery at Baton Rouge as soon as the extent of the Monroe oil field is definitely determined.

One of the interesting features of the Monroe gas field is the development of the carbon industry. As soon as it was definitely settled that the gas field was among the best on the continent, the interests identified with the Columbian Carbon Co. became interested in the Monroe district with the view of establishing plants in this vicinity. The Southern Carbon Co. was organized. The first plant was constructed at Spyker, La., 19 miles northeast of Monroe. This plant began operations last spring, and was recently enlarged. The plant cost about \$250,000. Early in July the same interests purchased a tract of 3500 acres of land at Fairbanks, La., on the line of the Arkansas & Louisiana Midland Railroad, where it has in course of construction a plant that will cost about \$750,000 when complete. This plant, which will begin operations during the coming fall, is located in the heart of the gas field and is being built in units so that it can be easily enlarged. The company has already purchased gas well, and will drill as many more as it needs.

Carbon is made at the plants by burning gas against sheets of steel. Steel blades scrape the carbon off the sheets of steel as fast as it forms and carry it into a conveyor leading to the packing-room, where it is packed in cartons.

Binney & Smith, 81-83 Fulton street, New York, are the distributing agents for the Southern Carbon Co., and handle the entire output of the carbon plants.

Carbon is used in the manufacture of inks, dyes, paints, automobiles, pencils, carbon paper, etc. Since the war broke out the demand for carbon has been especially strong.

The city of Monroe, which now has a population of about 16,000, is rapidly growing. New additions to the city are being laid out, new manufacturing plants are being constructed and new residences are springing up as if by magic.

Prompt to take advantage of their opportunities, the city and parish governments, the Monroe Chamber of Commerce and the citizens generally began to lay a firm and enduring foundation for a great industrial city. The city government issued \$612,000 worth of bonds for permanent municipal improvements, in the shape of a new and modern sewerage system, water-works, electric-light plant, paving and drainage. The sewerage system will be built for a city of 75,000 population.

The Monroe road district, which is composed of the city of Monroe and that portion of Ouachita parish contiguous to the city, issued \$500,000 worth of bonds for the purpose of constructing modern public roads through the parish. This road work is now being done under the supervision of James W. Billingsley, an engineer of New Orleans. Four hundred thousand dollars' worth of additional bonds, to be used in road construction work, will be issued later, if necessary, to complete the system of highways that have been mapped out.

Among the other permanent improvements that are now under construction are the new shops of the Missouri Pacific Railroad, which are being built in the southern end of the city at a cost of \$280,000. In addition to these improvements, the Queen & Crescent Railroad recently announced that it would spend \$100,000 in the enlargement of its shops at Monroe. The shops of both railroad systems will use natural gas for fuel.

A number of large companies are seeking locations for factories in this district. Among these is a zinc manu-

facturing company, which is looking for a suitable site in the gas field for a zinc smelting plant. The zinc ore will be brought from mines in Arkansas and Missouri and smelted here with natural gas as a fuel.

Raw materials can be found in this district that would supply many factories. The pearl button industry could be developed to large proportions in this section. The bed of the Ouachita River contains large quantities of mussel shells, which are used in the manufacture of buttons. The mussel-shell industry is one of Monroe's big business institutions. The shells are now being shipped in car lots to the button factories in the North.

The sawmills and woodworking plants in operation in Monroe have enough waste material to supply two or three large paper mills and denatured alcohol plants.

The territory surrounding Monroe is rich in timber resources, furnishing the raw material for the manufacture of furniture, agricultural implements, lawn swings, wheelbarrows, wood toys, etc. The waste material from the sawmills and woodworking plants would supply more than a score of wood-toy factories.

The trees in the forests of this section are heavily laden with moss, which can be cheaply harvested and cured. Moss is extensively used by automobile manufacturers, sleeping-car companies, mattress factories, furniture makers, etc.

The supply of palmettoes in this district is sufficient to keep several palmetto fan factories and palmetto broom factories in operation. Palmettoes grow wild in the forests and are annual crops, with no expense in cultivation.

Experiments have demonstrated that there is an abundance of clay around the city of Monroe that will make high-grade pottery, sewer pipe, drainage pipe, tiling, brick, etc.

Monroe's greatest asset, next to the gas field, is the picturesque Ouachita River. The Federal Government has constructed a system of locks and dams in the stream, thereby making it navigable at all seasons and at all times. In addition to furnishing cheap water transportation and serving as a regulator of freight rates, the river is capable of development as a source of water-power. With high banks on both sides of the river, ideal sites can be found for scores of factories.

One of the substantial institutions of Monroe that is fostered by the Chamber of Commerce is the Ouachita Parish Fair. This institution is operated as a public utility, and is paying dividends in the shape of better crops and in bringing about better conditions among the agricultural classes. The fair is open to the public, no admission fee of any kind being charged. The premiums are paid by the business interests of Monroe, through the Chamber of Commerce.

Crop conditions in the Monroe district are better this year than ever before known in the history of this section. Not even before the advent of the boll-weevil, more than ten years ago, was the cotton crop in as good condition as it is this season. With a large yield, and the prices ranging between 20 and 25 cents per pound, the farmers in this section are in a highly prosperous condition. Corn and other crops are equally as good as cotton.

W. D. ROBINSON.

### All-Around Activities of North Carolina College.

Raleigh, N. C., August 27—[Special.]—The North Carolina State College of Agriculture and Engineering at Raleigh has set out this year to make a State record for constant and varied usefulness. As soon as its regular term ended a summer school for teachers began, at which nearly 600 attended. The day after this ended 750 troops of the National Guard ordered to Raleigh filled the dormitories and the mess hall. Next came 533 boys and 43 girls to take the summer short course in corn club, pig club, poultry club, canning club and other activities. This is a record in the United States in point of attendance of boys and girls at such a course, and it is 75 per cent. greater than that of last year in this course at this college. Today the State Farmers' Convention, composed of farmers and their wives and sisters, began, with a record attendance of about 1200. The 90 United States farm demonstration agents in the State were in convention during the summer short course, and will be here through the farmers' convention week, which draws specialists of high degree, headed by Bradford Knapp.



## Torrens Plan to Facilitate Land Purchases in Georgia.

Brunswick, Ga., August 25.

Editor Manufacturers Record:

The adoption of the Torrens Land Title law by the Georgia Legislature at its session which closed August 15 is regarded as a highly important move in behalf of the development of Georgia lands. The law was drafted by a commission of which Judge Arthur Powell of Atlanta was chairman, and had been under consideration for some time. It failed of passage at the session of the Legislature in 1916, but the necessity of clearing up land titles in Georgia to enable farmers to secure loans under the Federal farm loan act enabled the backers of the bill to secure its passage at the session just closed without amendment.

The bill provides for the voluntary registration and validation of land titles by owners in courts of competent jurisdiction. It is not compulsory, and those who prefer to continue under the restrictions of clouded titles may do so as long as they please, but it is not believed that many will care to fall behind in the race to make Georgia lands as salable as bonds, and as easily and quickly transferable, which the new law makes possible.

Great difficulty has been experienced in the past in bringing either investments of capital or settlers to Georgia lands because so many of the titles were uncertain. With the registration and validation of titles to the hundreds of thousands of acres of fertile land in Georgia, than in South Georgia particularly, being as cheap as any obtainable in the United States today, loans will be readily obtainable under the Federal farm loan act, and there will be heavy investments of capital in farm lands and many settlers brought in from the North and West.

High war taxes that probably will prevail for years to come probably will make investments in farm lands, farm loans and the bonds of the Federal Farm Loan Board among the most attractive and profitable sources of investment.

ALBERT M. SMITH,  
Secretary Brunswick Board of Trade.

## North Carolina Oil Mill Crushing Soy Beans from Manchuria.

Raleigh, N. C., August 27.—[Special.]—Cotton-oil mills at Wilson and Lillington, owned and operated by the Farmers' Cotton Oil Co., of which J. R. Chamberlain of Raleigh is president, today began the crushing of 3000 long tons of soy beans imported from Manchuria and received at the port of Wilmington, N. C. Two-thirds of this quantity of the beans are being crushed at the Wilson plant, which is the headquarters of the company, the other 1000 tons at the Lillington plant. The crushing at both mills will be finished before the cottonseed come in, as the cotton is three weeks late in this State, owing to the late spring, which was phenomenally cold and rainy until mid-June.

This is the first shipment of foreign-grown soy beans which ever came to North Carolina, and its arrival is at a most opportune time, as the crushing will occupy the period until the cottonseed come in.

A tremendous area in this State is now planted in soy beans, and in a few years the crop will be so large that, following the cottonseed, it will occupy the oil plants almost the whole year, because the beans can be kept through hot weather, as they are never attacked by insects. This remarkable quality adds to their other values.

It is found that an equal weight of soy bean meal and cornmeal, thoroughly mixed, makes a perfect ration for hogs.

## Protection Proposed for Property of Patriots.

Enterprise, Miss., August 22.

Editor Manufacturers Record:

The war has already divided the nation into two classes, those on the one hand who realize that it calls for sacrifice and who are willing to sacrifice their individual interests, their lives, if need be, for their country. On the other hand the profiteers, as they are called in England, who see in this war merely an opportunity to enrich themselves at the expense of their country.

But there is another class or subdivision of this latter class, who see and are prepared to take advantage of the opportunity to enrich themselves at the expense of

those who are absent fighting their fight for them in France. Many a good man and true hesitates to volunteer to go to the war and leave his property at the mercy of these ghouls and hyenas. \* \* \* Now, could we not start in every community a "Patriots' Protective Association" to look after the interests of those absent with the army? The association could affix a notice, "This property is under the protection of the Patriots' Protective Association," and offer a small reward for the arrest of those damaging or trespassing on said property. Elderly lawyers could do their bit by agreeing to prosecute in such cases.

In communities where there is a boy scout organization one of the duties of the scout patrol might be the inspection of such properties, a duty which, unless boy nature has greatly changed of late, would be carried out with much gusto, involving, as it would, a state of war with the bad boys of the town. In a thousand other ways the association could, at very little cost, protect the interests of those who, as they are giving their all to their country, are surely entitled to protection from the community.

You may not be your brother's keeper, but when your brother has gone forth to war for you, the least you can do is to keep his lands and goods from thieves.

H. A. MCGUSTY.

## Everglades Drainage District Contracts.

Contracts totaling \$2,000,000 have been awarded for Everglades drainage construction. Regarding the improvements F. C. Eliot, the chief drainage engineer, Internal Improvement Fund, Tallahassee, Fla., wires the MANUFACTURERS RECORD:

"Contracts recently let by the Commissioners of the Everglades Drainage District for Miami Canal and South New River Canal contemplate completing these canals by the excavation of approximately 6,000,000 cubic yards of earth and rock from Miami Canal and 1,500,000 cubic yards from South New River Canal.

"The work on Miami Canal covers 60 miles from Miami toward Lake Okeechobee, and work on South New River Canal comprises the entire canal of 24 miles. The material consists of two-thirds rock and one-third earth, the South New River Canal unclassified at 30 cents per cubic yard and the south half of the Miami Canal unclassified at 30 cents per cubic yard, while the north half unclassified is at 27½ cents per cubic yard. This improvement of the Miami Canal will give a channel 90 feet wide and 12 feet deep at the lower end and 55 feet wide and 10 feet deep at its upper end. The improvement of the South New River Canal will give a channel 60 feet wide and 11 feet deep throughout. The Bowers Southern Dredging Co. of Galveston, Tex., is the contractor."

## Poor's Manual of Industrials.

Poor's Manual of Industrials for 1917 has just been issued, and is larger and more abounding in information than ever. The general data is revised up to August 1 of this year, and it contains the latest income accounts and balance sheets of industrial companies in which there is public interest. In most instances these are presented in comparative form, showing at a glance the growth of business. The Manual is particularly interesting now, because during the past year the various industrial organizations in this country have enjoyed phenomenally large business, and it is therefore more than ordinarily valuable to investors, bankers, capitalists and others interested in industrial securities.

The volume, which is handsomely bound in blue cloth, with gold lettering, is issued by the Poor's Manual Co., 80 Lafayette street, New York, and the price is \$10 a copy.

## New Bethlehem Steel Plate Mill.

In order to meet its needs for steel ship plates, the Bethlehem Steel Co. is hastening the equipment of its plate mill at Sparrows Point, Md. The rolls will be 110 inches wide and 3 rolls high, driven by a 4000 horse-power electric motor with a monthly capacity of from 15,000 to 20,000 tons. Steel plates for ships, cars, tanks and structural work will be the product of this new plant. These plates will vary from ¾ to 2¼ inches in thickness and to 100 inches wide. Three buildings of brick construction, reinforced with steel, have been erected, as follows: 220x152 feet for installation

of furnaces to reheat steel from the open-hearth furnaces; 152x80 feet for the rolls and motor equipment; 746x100 feet for the finishing and shipping department.

## Ground Formally Broken for Government Armor Plant at Charleston.

Under the auspices of the Chamber of Commerce an interesting program has been provided to celebrate on August 30 the beginning of construction work for the big armor-plate plant which the Government will build at Charleston. The program provides for the formal breaking of ground and an address by the Secretary of the Navy, Josephus Daniels; an address of welcome by Governor Cornwell of West Virginia, and a reception to the official party and citizens of Charleston by ex-Governor W. A. MacCorkle. To enable the people of Charleston to participate in this important event, a half-day legal holiday has been arranged.

## Instantaneous Dye Perfected by New Orleans Chemists.

New Orleans, La., August 21.—[Special.]—An instantaneous dye for leather has been perfected here by the Wallior Dye Works and is being largely used now in this and foreign countries.

The same company is perfecting an instantaneous dye for cloths, felt, straw and other fabrics.

With this new dye it is claimed that the color can be set in from one to three minutes, whereas under the old process, which involved very much handling and re-handling, the shortest time taken was five hours, and very often it took as much as fifteen hours.

Steps are being taken to organize a company to finance the erection of a plant to produce the new dye in large quantities.

## Peanut Factory to Cost \$40,000.

About \$40,000 will be the amount which the Woldert Peanut Manufacturing Co., Tyler, Tex., will invest for its peanut factory. The building will be of brick, mill construction, and 200 feet long by 100 feet wide, costing \$10,000 to \$20,000, to be equipped with machinery costing between \$10,000 and \$20,000 for daily capacity of from two to three carloads of peanuts. Alexander Woldert is the owner of this company, and pending the construction of the plant has leased a 100x80-foot building, in which he is installing machinery which will be moved to the new plant when the latter is completed. Proposals for the new building will be opened during September or October, and Will A. Woldert is the architect-construction engineer for the plant.

## Over Million Barrels Increase in Texas Oil Production.

Austin, Tex., August 24.—[Special.]—An increase of oil production during the three months ending June 30, 1917, is shown by the reports that have been made under the law to the State comptroller's department. There was during that period a material increase in the number of producing companies as compared with the preceding three months. A total of 193 companies made reports of their production of oil, which was an increase of 13 as compared with the number reporting for the quarter ending March 31, 1917. There was produced during the quarter ending June 30 a total of 7,703,163 barrels, with a value of \$9,202,732, as compared with a total production of 6,353,041 barrels for the preceding three months.

## To Drain 110,000 Acres in Arkansas.

Plans are progressing for the Cache River Drainage District, with James R. Rhyne of Corning, Ark., as the engineer. Outlining this drainage enterprise, Mr. Rhyne advises the MANUFACTURERS RECORD that 110,000 acres will be reclaimed, and that the cost of the drainage system is estimated at \$350,000. There will be a main canal 25 miles long and 125 feet wide, with 30 miles of laterals 25 to 45 feet wide. Floating dredges will be used, but it has not been decided when the construction bids will be opened. The lands will be available for agriculture, and they are in Craighead, Lawrence and Jackson counties.

# The Iron, Steel and Metal Trades

## NO "ONE PRICE FOR ALL" FOR STEEL.

Federal Trade Commission Reports That Costs Vary Widely and Cannot Be Closely Defined—Steel Market Becomes Firmer—Pig-Iron Moves Slowly.

New York, August 27—[Special.]—The steel trade heaved a great sigh of relief when it learned on Friday of last week that the preliminary report of the Federal Trade Commission had stated that "costs in the steel industry vary widely and cannot be used as a basis for close fixing of prices." This probably settles in official manner any effort to carry out strictly the idea of "one price for all." Buyers will probably have to decide for themselves at what level they will be willing to come into the market again, and perhaps when the time comes they will be influenced by the prices made on Government purchases.

In a general way the steel market, when left to itself, will probably carry out the principle set down by the President. For several months, practically since last April, when the United States Steel Corporation withdrew from the open market and stopped advancing prices, it has been certain that the steel market would eventually readjust itself to a much lower basis than the fictitious level recently obtained on prompt deliveries in the open market. In such declines buyers always wait what they think is a fair price before taking hold again, and the prices being paid by the Government will be prominent in their minds. If the Government desires lower prices to prevail in the steel market, it can help the readjustment greatly by bringing about the production of enough coke to permit all the steel capacity to operate. This would increase production by about 10 per cent. over the rate of the past few months.

There is no authority to fix iron and steel prices for the general trade, but the natural operation of the laws of trade is certain to bring about much lower prices eventually, as capacity has increased and the consumption of steel in ordinary channels is already decreasing and promises to decrease much more. The readjustment was seen to be a practical certainty many weeks ago, and is now proceeding as rapidly as is usual in such cases.

Whatever the ultimate outcome may be in the steel trade as the result of the Federal Trade Commission's decision, the market last week was firmer and a more confident tone prevailed throughout the steel industry. Prices of semi-finished steel in the open market were about \$5 a ton higher. Re-rolling billets, which 10 days ago sold at \$85 a ton, now command \$90, and sheet bars, which brought \$90, are now difficult to buy at \$95 f. o. b. Pittsburgh. Some improvement in the car supply and weather conditions permitted the largest steel plants to increase their output. On the average, probably 90 per cent. of capacity is now active, and slightly more ingot capacity is being exercised. New business was confined to mandatory orders, as far as domestic consumers were concerned, and many inquiries were turned aside. Calls for steel plates were not met, the reply being that full capacity was engaged. Demand for wire products was also larger than the ability of the mills to accept. Orders taken for rolled steel products were estimated at less than 40 per cent. of mill capacity, and probably two-thirds of this tonnage was on Government account, either directly or indirectly.

In the wire trade jobbers stuck to the policy they adopted a few weeks ago of trying to dispose of surplus stocks before making fresh commitments with the mills. The leading interest's selling price on nails was \$3.20, and its customers were expected to sell at \$3.75, or somewhat more in case there was considerable freight, while the independent mills quoted \$4. The latter have shown no signs of weakening.

In the sheet market buyers found things a trifle easier, but not quotably lower. The same figures of the last few weeks held good, 8 to 9 cents on blue annealed and black sheets, and 10 to 11 cents on galvanized, these being the extreme ranges. It is now possible to get somewhere nearer the minimum on an ordinary order, while the extreme prices are paid only occasionally on small lots for very early delivery.

It is stated on good authority that tinplate prices for the next half-year will not be fixed before late October

or early November, and while large buyers are asking mills to name prices, or at least make reservations, these requests have been refused. There is a wide range of possibility as to the new price. The great part of second-year business was done at \$7.50, \$7.75 and \$8, sales at higher prices aggregating a relatively small tonnage. At the same time prices as high as \$17.50 have lately been paid, and odd lots arising in stock go at various prices up to \$12, or possibly higher, according to the needs of the buyer. While these figures represent "premium prices," it is clear that if steel continues as scarce as at present, and the general market does not come down, the new tinplate price will be decidedly higher than \$8. A better price can be made, as the demand is unlimited, but buyers want assurance of delivery. The case of tinplate is different from that of heavy products, such as rails and structural shapes, for by the time the finished article reaches the ultimate consumer the original mill cost of the tinplate is an almost negligible fraction of what the consumer pays.

The United States Government on behalf of the French Government took bids last week on 10,000 additional railroad cars, which will require upwards of 50,000 tons of steel. The Russian Government also negotiated through Washington for 10,000 additional freight cars, but it is understood that on this second lot brakes and other material for construction will be purchased directly by the Russian Government. Another contract for 3500 car wheels, following one for 4500 wheels, was placed for export to the Netherlands.

Blast furnace interests were encouraged last week by a larger number of inquiries put out by consumers for foundry iron who were supposed to have covered their requirements for the balance of this year, but were in active need of more metal. Most of these consumers had already placed orders for delivery during the first half of next year. Manufacturers of machinery, machine tools, engines, electrical equipment and railroad supplies tested the market for moderate tonnages of foundry grades for shipment from September through the balance of the year. As a result of the better demand and light stocks, in conjunction with a decrease in production, the market was stronger in tone, and there was a tendency toward higher prices. There is still more or less difficulty in making shipments on contracts, which stimulate consumers to place large orders for nearby shipments.

### (Dealers' average buying prices for gross tons.)

Bessemer billets (nominal).....	\$80.00
Open-hearth billets (nominal).....	80.00
Cold-rolled strip steel.....	85.00
Bessemer sheet bars (nominal).....	85.00
Forging billets.....	115.00—125.00
Wire rods.....	90.00
Rails.....	75.00—82.00

### (Dealers' average buying prices for pound lots.)

Tank plates.....	\$9.00—\$10.00
Refrined iron bars.....	5.25—
Steel hoops.....	5.50—6.50
Cold-rolled strip steel.....	9.00—9.50
Sheets, No. 28 gauge.....	8.00—9.00
Galvanized sheets.....	10.00—11.00
Blue annealed sheets.....	8.00—8.50
Wire nails.....	4.00—
Cut nails.....	4.00—
Plum fence wire, base.....	3.75—
Barb wire, galvanized.....	4.85—
Railroad spikes.....	5.00—7.50

### PIG-IRON.

Bessemer, Pittsburgh.....	\$53.55
No. 2 foundry.....	53.95—55.95
Basic, valley.....	52.95—
Malleable.....	53.95—55.95
Basic, Philadelphia.....	50.75—52.75
No. 2 foundry, Northern.....	52.75—55.75
Low phosphorus.....	55.00—60.00
No. 2 foundry, Buffalo.....	52.00—56.00
No. 2 South, Cincinnati.....	47.90—52.90
Northern foundry, No. 2 Cleveland.....	54.30—55.30
Foundry, Chicago furnace.....	55.00—
Malleable, Chicago furnace.....	55.00—
No. 2 foundry, New York.....	52.70—55.70
No. 2 plain, New York.....	52.20—55.20

### SCRAP-IRON AND STEEL.

Heavy melting steel.....	\$34.00—\$37.00
Bundled sheet.....	27.00—24.00
Re-rolled rails.....	40.00—41.00
Old-iron car wheels.....	33.00—34.00
Old-steel wheels.....	37.00—28.00
Stove plate.....	19.00—20.00
Steel car axles.....	47.00—49.00
Iron car axles.....	47.00—49.00
Low phosphorus.....	45.00—46.00
Heavy cast.....	27.00—28.00
No. 1 cast scrap.....	30.00—31.00
No. 1 railroad wrought.....	38.00—39.00
Cast borings.....	19.00—20.00
Machine-shop turnings.....	18.00—19.00
Railroad malleable.....	29.00—30.00

## Strike Averted in Alabama Coal Mines.

[Special Dispatch to Manufacturers Record.]

Birmingham, Ala., August 28.

Alabama District, United Mine Workers of America, receded from demands for recognition and other things, except to have right through locals to present grievances. Strike has been averted in Alabama coal mines.

Pig-iron, coke and industrial conditions generally in Birmingham district in better feeling. New orders for pig-iron again offered at prices which have prevailed for some time. Spot foundry coke quoted at \$15.

## AN IRON FURNACE PLANT TO BE SHIPPED TO INDIA.

Anxiety Over Outcome of Government Price-Fixing Plan Prevails at Birmingham.

Birmingham, Ala., August 27—[Special.]—Considerable agitation prevails in pig-iron circles in the Birmingham district as to the probabilities of Government action this week in regard to the fixing of prices and regulation of pig-iron. The drastic move by the Government the past week as to coal brought vividly to the front what might be expected when iron and steel were considered at Washington. While representatives of the coal producers of the Birmingham district are hastening to Washington to enter protests and make effort for a revision of the schedule of prices announced last week, the pig-iron manufacturers are waiting calmly to see what will happen to them. The lull in the iron buying which began four weeks ago is still in evidence, and it is generally understood that consumers are waiting to see what will be done by the Government. In the meantime, the furnace companies are watching production closely and making deliveries as promptly as possible. Consumers are still asking that every effort be made to deliver promptly, and there is a steady reduction of the accumulated stocks of iron. Home consumption is growing larger every week, and there are additional announcements of further business being booked at the local iron-consuming plants, much of it, in fact practically all of it, being Government business, directly or indirectly.

The make in Alabama will probably show as good tonnage in August as the previous month, though for a while the raw material supplies, especially coke, were a little slow. Future operations of furnaces are being figured on for a larger tonnage than ever before. John H. Adams, general manager of the Birmingham-Trussville Iron Co., announces that the furnace at Trussville is about ready for operation, and that if there are no labor troubles in the district he will make the effort of getting iron about September 8. The second furnace of the Shelby Iron Co. is doing well, while the old furnaces of the district are active.

Transportation facilities are fairly good in the Birmingham district, and as quickly as possible cars are being furnished. Embargoes were announced again the past week to points through the Ohio River gateway, but this condition promises to be short-lived.

Iron makers in the Birmingham district have been alarmed also over the prospects of labor troubles, the members of the United Mine Workers of America, with a claimed membership of 23,000, threatening to strike if there was no recognition of the Union and the granting of a wage scale, eight hours a day, elimination of the contract system in mines and other things. The operators have persistently refused to treat with the miners and mine workers, and also announce positively that they will not adopt the closed shop in their operations. The strike was scheduled for August 20, but was postponed. Secretary of Labor W. B. Wilson coming to Birmingham. Conferences were held with the operators and miners, not in joint conference. The Secretary sought a give-and-take proposition from the two sides. The operators maintained their stand for an open shop, not budging an inch. A strike of a week will hamper not only the coal and coke industry of the district, but will affect materially, it is feared, the pig-iron and steel production, besides the steady operation of the foundries and machine shops.

Cast-iron pipe plants continue to rush out pipe on



Government orders. Domestic business is not slow, either. Foundries and machine shops have well-filled books. The American Casting Co., with plant at East Birmingham, has taken on a Government contract for iron culverts, to be used in the rebuilding of railroads in France, as well as new construction. The order was placed through the United States Government, the price being fixed at Washington. The Birmingham concern will make every effort to deliver on the order promptly, double forces to be employed, day and night. While no statement is given out by George M. Morrow, Jr., of the Birmingham Machine & Foundry Co., it is understood that his recent trip to New York and Canada was successful, and that there will be some healthy shipments from his plant here.

The old material market in the South is still weak, though dealers have hopes of recovery before long. There is a quantity of scrap iron and steel on the yards in this section, and some of the larger consumers are still slow in unloading the cars of old material being delivered on old contracts. Heavy melting steel showed a little improvement the past week, and sales have been made as high as \$20.25 per ton lately. Other commodities of this branch of the industry are weak and prices are low.

Dismantling of the old Battelle furnace at Battelle, Ala., to be shipped to Sakchi, India, to the Tata Iron & Steel Co., will not take much time. The Southern Railway will handle the furnace and appurtenances in three trainloads to Mobile, where it will be transported by boat to India. The sale was consummated by William S. Rowe of Cincinnati and the First National Bank of that city. The furnace has been out of commission since 1905. The stack is 85x19 feet, built in 1903-1904, has four four-pass Whitwell stoves and has an annual output around 75,000 tons.

There is a demand for coke, more than is being manufactured. The manufacturers are not anxious right now to consider contracts for future delivery, having orders for as much coke as they can manufacture and also being distressed a little as to the possibilities of a strike of coal miners. There are offers of contracts for coke at prices in excess of those now prevailing here. Furnace coke is easily bringing \$8 and \$10, though old-time contracts carry coke at \$4 per ton. Foundry coke is not to be purchased under \$10 to \$12.50 per ton, though car lots have sold as high as \$16 per ton. Inquiries have been received in this district lately for coke as low as \$10 or \$12.50. As long as there is an uncertainty on the coal production, the coke makers will give no ear to orders for coke.

Excavation work for the Fairfield Works development of the Tennessee Coal, Iron & Railroad Co., new \$11,000,000 works, will be started shortly, the engineers now winding up their work in measuring off the site. Construction of houses for the many employees at the Fairfield Works is about to start, and once started will be pushed vigorously.

W. Aubrey Thomas of Niles, O., trustee for the Jennifer (Ala.) Furnace Co., is considering propositions of not only rehabilitating the furnace, but also leasing the coal mines and the 100 coke ovens below Birmingham.

Theodore Swann, president of the Anniston Manganese Co., announces the seventh furnace at the plant at Anniston now in operation. The ferro-manganese being produced is finding a ready market. Mr. Swann is subject to military duty. If he is not drafted, it is understood that he will be at the head of a company that will begin immediately the construction of a ferro-manganese plant between Birmingham and Bessemer, a short distance from the city. Mr. Swann was for some time general sales manager with the Alabama Power Co. Ore is being imported for the manganese plant at Anniston from South America and India.

Quotations for pig-iron and old material, scrap iron and steel are given as follows in the Southern territory:

## PIG-IRON.

No. 1 foundry and soft.....	\$48.50 to \$50.00
No. 2 foundry and soft.....	48.00 to 50.00
No. 3 foundry.....	47.50 to 48.00
No. 4 foundry.....	47.00 to 47.50
Gray forge.....	46.00 to 46.50
Charcoal.....	55.00 to 60.00
Basic.....	48.00 to 50.00

## OLD MATERIAL.

Old steel axles.....	\$32.00 to \$33.00
Old steel rails.....	25.00 to 26.00
No. 1 railroad wrought.....	26.00 to 27.00
Heavy melting steel.....	19.00 to 20.25
No. 1 machinery.....	20.00 to 21.50
Car wheels.....	23.00 to 24.00
Tramcar wheels.....	20.00 to 21.00
Store plate.....	15.00 to 16.00
Shop turnings.....	11.00 to 12.00

## CUT IN COAL PRICES UNSETTLING TO METALS.

All Markets Are Dull in Tone—Tension Increases as Government Begins Announcements of Prices on Commodities.

New York, August 27.—[Special.]—With the coal matter settled by President Wilson's official order fixing base prices of bituminous coal at very much below market prices, and, in fact, much below the price agreed upon by the Council of National Defense, the fear was expressed in metal circles last week that a radical reduction may also be expected in the price of copper, lead and spelter. Since the Government has commenced to announce prices on commodities the trade evinces increased tension pending the decision on the various metals.

None of the reports from Washington have made any mention of the wide range in the cost of producing copper in the various districts, as has been spoken about in the case of steel, but it will be remarkable if the Federal Trade Commission's report does not show that copper costs vary to even a greater extent than steel. If it is going to be the Government's policy to fix steel prices according to the costs of different plants, it may decide to do the same thing in copper. There are copper mines, and large ones at that, whose costs are 100 per cent. more than other mines, and what steel plant is there in the country which has a cost of double that of its competitor? Within a week's time the chances are that the President will have announced

## THE WEEK'S PRICES.

	Copper.		Lead.		Spelter.	Tin.
	Lake.	Electrolytic.	A. S. & R. C.	Independent.		
Monday, August 20.....	28.50—29.50	26.75—27.25	11.00 Nom.	10.62½—10.87½	8.55 —	63.37½
Tuesday, August 21.....	28.50—29.50	26.75—27.25	11.00 Nom.	10.62½—10.87½	8.17½—8.12½	62.1½
Wednesday, August 22.....	28.50—29.50	26.75—27.25	11.00 Nom.	10.62½—10.87½	8.17½—8.20	61.87½
Thursday, August 23.....	27.00—28.00	26.00—26.50	11.00 Nom.	10.50 —10.75	8.17½—8.20	61.75
Friday, August 24.....	27.00—28.00	26.00—26.50	11.00 Nom.	10.25 —10.50	8.17½—8.20	61.50

## MINING

## New Kelly-Dalton Mining Enterprises.

Three new mining enterprises are planned by the Kelly-Dalton interests of Huntington, two of these being for the development of coal land in West Virginia and one for mining manganese and ferro-manganese ores in Tennessee. The Manganese By-Products Co. of Newport, Tenn., with capital of \$30,000, will undertake the Tennessee development, while the Madison Coal Co. of Madison, W. Va., with \$100,000 capital, and the Van Coal Co. of Van, W. Va., with \$100,000 capital, are the coal-mining corporations. These have each been incorporated by John A. Kelly, A. J. Dalton, H. D. Hatfield, A. L. Moses, H. M. Harlow, G. M. Angell and C. E. Wilhelm, all of Huntington, W. Va.

## To Mine Tennessee Mica.

Tennessee mica mine developments are planned by the India Mica Co. of Chattanooga. This is a new corporation which has been chartered with \$25,000 capital by Harry H. Wand, W. G. Oehming, O. F. Jones, Hugh Brown and Jos. E. Brown. This company will develop 280 acres of mica land in Randolph county, Alabama. It has elected these officers: Harry H. Wand, president; Hugh Brown, vice-president; W. G. Oehming, secretary-treasurer.

## Mining of Antimony, Copper, Lead and Zinc in Arkansas County.

Little Rock, Ark., August 22.—[Special.]—Mining activities in the northern part of Sevier county are attracting attention to this rich mineral region, and John H. Page, commissioner of mines, has just received a report from Dr. George L. Sands, the department's mineralogist, who inspected the various mines in this field.

Gillham is the center of operations, and antimony is the principal product up to this time, although some ores rich in copper and lead, and with a showing of

the Government's program on copper, and meanwhile the market is certain to remain in a state of unsettlement. The general tone of the market was dull, although some dealers experienced a fairly brisk demand for carload lots. There was hardly enough business transacted, however, from day to day to establish any regular market prices.

The lead market was in a firm but quiet condition, with prices lower than the week previous, due to the lack of demand. Buyers were not interested, and but a few sales of odd lots were reported.

If the object of daily declining prices quoted on spelter was to attract buyers, it did not accomplish its purpose, because buyers made very little response, and the market was as dull as ever. Producers say that a further curtailment of operations will be forced by the decline in the price to 8 cents. The mid-year statistics showed that 35,000 retorts, or more than one-seventh of the total, were idle on June 30, although the market in June never went below 9 cents, St. Louis, and with the price now full 1 cent a pound lower, it would not be surprising if double or triple that number were out by the end of the month. Either there must be a better demand and higher prices or else smaller production.

While an occasional order of importance for tin was placed last week, the market was quiet in general. Spot tin is nominal at 61.87½ cents a pound. It was difficult for dealers to even make sales at that price, but it would have been difficult to buy in any considerable quantity at that figure. Stocks afloat to date are 4215 tons in unknown vessels, while arrivals total 2495 tons.

silver, are being brought out of the mines. Dr. Sands' report is as follows:

"The antimony mines are controlled by the Columbus Iron & Steel Co. of Columbus, O. This company has about nine mines. The May shaft is getting out about one car of ore a week, for which the company gets \$150 a ton.

"The Clark mines west of Gillham are in charge of Mr. Gillman. The shaft is down 100 feet, with a good showing of zinc and lead and some 2 per cent. copper ore. New machinery is to be installed here to open up a fissure vein.

"Ten miles southwest, on what seems to be the same lead or vein, H. L. Martin of Buffalo, N. Y., has sunk a shaft 60 feet and is driving a tunnel into the mountain to cross-cut the vein. An assay of the ore from this mine shows 2 per cent. copper.

"West of the Martin property is the S. L. Johnson mine, just over the Arkansas border in Oklahoma. This location is at the contact of two veins crossing at right angles. The shaft is 12x12 feet, and it does not touch the overhanging wall, showing the vein to be thick. I examined the walls, and they show a fine quality of quartz, mineral-bearing all the way through. This contact is in a valley, one lead running northeast and southwest and the other northwest and southeast. It looks very much like a fusion here and the mother lode. The shaft is now 30 feet. An assay of the ore shows 31 per cent. copper, 16.25 per cent. lead and 6.8 per cent. silver. This is a fine prospect.

"I have not visited all the mines, but have seen enough to determine how the lead runs. Antimony seems to predominate east of Gillham. The high-grade copper found on the western border of the State has stimulated interest throughout the district, and mining operations are becoming more active."

## For Sales in Roumania.

M. KOHAN, Galatz, Roumania.

American industries and raw products will undoubtedly take the place of those hitherto supplied by some European centers which, owing to political and economical reasons, will have to be abolished, and certainly our country offers, therefore, a good and remunerative market for those American firms who will fall in with the requirements and customs of these

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### 1,037,000 Soldiers to Be Transported.

The troop movement which is to begin September 5 will require the transportation of 687,000 men to the various Government cantonments. The railroads in the first four or five days of the movement, or until September 9, will have to place on trains about 200,000 men. September 19 another entrainment of a like number will start, and a third one will begin October 3. The Railroads War Board, in its announcement of this great work, gives an idea of its magnitude by saying that to move only one field army of 80,000 men demands 6229 cars, made up into 366 trains, with a locomotive to each train. In addition to this, the railroads have been asked to move 350,000 members of the National Guard to their training camps, and this movement is already in progress.

### Line Into a Lumber Region.

Tracklaying has begun on the Winchester & Western Railway, a new line about 40 miles long from a connection with the Baltimore & Ohio Railroad near Winchester, Va., to Wardsville, W. Va. The Inter-Mountain Construction Co., which is the contractor for the road, began work on it early last winter. It will develop large tracts of timber land for the Lost River Lumber Co., and there are also mining properties that will likewise benefit by the coming of transportation facilities in a hitherto comparatively remote region. Considerable development in fruit growing is also expected to result from the advent of the line. Offices have been established at Winchester. Wm. B. Cornwell of Romney, W. Va., is president of the railroad, and Herbert Larrick is vice-president. W. M. McClaine, secretary and treasurer, and Robert M. Ward, attorney. Others interested are A. C. Slonaker, also of Winchester; George C. Snyder of Hagerstown, Md., and J. F. Zimmerman of Romney.

### Short Coal Railroad for Kentucky.

The Black Mountain Railroad Co., capital stock \$200,000, has been incorporated in Kentucky to build a 10-mile line from Pineville, in Harlan county, to the confluence of Puckett's Creek and Chunk Lick Branch to develop coal lands. The incorporators are James O. Watson of Fairmont, W. Va.; Maurice C. Spratt of Buffalo, N. Y., and John S. Lambert of Fredonia, N. Y.

### New Equipment.

Chicago & Alton Railroad has ordered 200 gondola cars from the Haskell & Barker Car Co., Michigan City, Ind.

Virginian Railway is reported to have ordered 1000 steel hopper coal cars of 55 tons capacity from the Pressed Steel Car Co., Pittsburgh, on which deliveries are to begin October 1.

United States Government has ordered 3000 more standard-gauge and about 1000 more narrow-gauge cars for army use in France.

People's Railroad at Fairhope, Ala., is building a gasoline motor car there for operation on its line from the town to the steamboat wharf.

Columbia (S. C.) Railway, Gas & Electric Co., which is building 8 electric street cars in its own shops, also expects to receive from a St. Louis builder 7 more cars by September 20.

North Carolina Public Service Co., Greensboro, N. C., has received 8 new electric street cars from the American Car Co. of St. Louis, and will soon receive 4 more of same kind.

### Electrically-Operated Coal Wharf.

The \$100,000 coal wharf which the Louisville & Nashville Railroad will build at Mobile will be 404 feet long and will consist of two independent units of identical

character, being a continuous bucket conveyor type with delivery chutes capable of vertical adjustment of 36 feet and horizontal sway adjustment of 25 feet. When raised as far as possible the lowest point of the chute will have an elevation of 46 feet 6 inches above the water line, which will permit the ready delivery of coal at variable elevations to any type of vessel. The two stations proper for the elevation of the coal will be built of creosoted timber occupying 40x70 feet of floor space, and will have a total height of 110 feet above mean low tide. The whole plant will be electrically driven and operated.

Construction has been delayed on account of the scarcity of creosoting oil, which caused delay in obtaining timber, but the company now has sufficient timber on hand to rush the work, and expects that it will be completed by January 1 next.

### \$3,000,000 for Railway and Light Improvements.

The United Railways & Electric Co. of Baltimore has announced the issue of \$3,000,000 of 6 per cent. five-year convertible gold notes to be dated August 15 of this year, maturing on the same date in 1922. It is further stated that the proceeds of the issue will be used to buy additional cars, to extend and improve the lines, to improve and better the service and generally to meet increasing traffic demands resulting from the rapidly-growing industrial life of the city. The notes will be issued in denominations of \$100, \$500 and \$1000. They are part of an authorized issue of \$5,750,000, but the remaining \$2,750,000 are reserved to retire the old 5 per cent. notes which mature February 1, 1921.

### Official Changes.

Leigh R. Watts of Norfolk has resigned as general counsel of the Seaboard Air Line, says a report from Norfolk, and he will be succeeded by E. Marvin Underwood, now assistant attorney-general of the United States.

F. F. Robins has been appointed commercial agent of the Georgia Southern & Florida Railway at Miami, Fla., succeeding W. M. Brooks, resigned.

### Textile Notes.

A 200-foot mill addition will be built by the St. Pauls (N. C.) Mills Co.

The Paul Knitting Mills, Pulaski, Va., contemplates building an addition to be equipped for dyeing hosiery.

The Efrid Manufacturing Co., Albemarle, N. C., will not build an additional mill. Last week's report was erroneous.

E. E. James, Box 996, Winston-Salem, N. C., is interested in data and prices on machinery for manufacturing shoe laces.

Jasper Miller of Charlotte, N. C., proposes the organization of a \$300,000 corporation to build a cotton mill and a hydro-electric plant at Springwood, Va.

C. V. Sellers, D. E. Sellers, W. H. May and B. V. May, Burlington, N. C., have incorporated the National Dye Works, with \$100,000 capital, for dyeing and finishing textile products.

The London Woolen Mills of Pine Bluff, Ark., has been incorporated with the following officers: George A. Weinberger, president; H. C. Lockett, vice-president; W. E. Gotcher, secretary-treasurer.

New equipment comprising 2240 ring spindles and 40 automatic looms will be added by the Lafayette (Ga.) Cotton Mills, and this machinery has been ordered. The Draper Company of Hopedale, Mass., will furnish the looms, and the Saco-Lowell Machine Shop of Lowell, Mass., will supply the spindles. At present the Lafayette company has 7168 spindles and 160 looms.

A weekly capacity of 2500 dozen pairs of hose is planned by the Paragon Knitting Mills of Oklahoma City, mentioned last week. This company will build a two-story, brick mill of daylight construction, to be equipped for the output noted. It has been incorporated with \$250,000 capital by Harry Lewisohn, F. L. Ashlock and A. W. Thornley of Oklahoma City, E. A. Goodenough and W. E. Hartson of Dallas, Tex.

## Good Roads and Streets

### SOUTHERN HIGHWAY ACTIVITIES.

Details in regard to road and street undertakings and bond issues, briefly mentioned below, are given under the proper headings in our "Construction Department" and "New Securities," published elsewhere in this issue.

#### Bonds Voted.

Atoka, Okla.—Atoka county voted \$30,000 bonds for constructing roads and bridges.

Clinton, N. C.—Sampson county will issue \$75,000 bonds for road improvements.

Lake Worth, Fla.—City issued \$80,000 bonds for two miles street improvement.

Miami, Fla.—Dade county voted \$140,000 bonds for road and bridge construction.

Port Lavaca, Tex.—Calhoun county voted \$75,000 bonds for road construction.

Poteau, Okla.—Le Flore county voted \$20,000 bonds for road and bridge construction.

#### Bonds to Be Voted.

Corsicana, Tex.—Navarro county votes September 20 on issuing \$80,000 bonds for road construction.

New London, Mo.—Ralls county votes September 21 on issuing \$250,000 bonds in connection with plan for constructing 150 miles of highway.

New London, Mo.—Ralls county votes September 21 on \$25,000 bonds for road construction.

Palestine, Tex.—Anderson county votes September 15 on \$20,000 bonds for road construction.

Stealey Heights, W. Va.—Town votes September 11 on issuing \$20,500 bonds for street improvements.

#### Contracts Awarded.

Anniston, Ala.—Calhoun county awarded contract to widen, from 30 to 60 feet, six-mile highway leading to army camp.

Ardmore, Okla.—City awarded \$27,000 contract for street paving.

Augusta, Ark.—Woodruff county awarded \$79,250 contract for constructing nine-mile asphaltic macadam highway.

Bessemer, Ala.—City awarded contract for 9000 square yards of brick paving.

Cadiz, Ky.—Trigg county awarded \$20,000 contract for constructing five-mile macadam road.

Chatham, Va.—Pittsylvania county awarded \$14,370 contract for building two-mile highway.

Gulfport, Miss.—Harrison county awarded contract for surfacing six miles of highway.

Montezuma, Ga.—City awarded contract for 12,000 square yards of vitrified brick paving.

Newport News, Va.—City awarded \$85,000 contract for constructing three miles of pressed stone streets.

Okemah, Okla.—Okfuskee county awarded \$14,000 contract for road construction.

Owensboro, Ky.—City awarded contract for constructing 20 miles of highway.

West Palm Beach, Fla.—Palm Beach county awarded contract for building 20-mile highway.

West Point, Ga.—City awarded \$82,000 contract for street paving with vitrified brick on concrete base.

Wheeling, W. Va.—Ohio county awarded \$19,928 contract for road grading and surfacing with concrete.

Wheeling, W. Va.—City awarded \$19,927 contract for building concrete highway.

#### Contracts to Be Awarded.

Bridgeton, N. C.—City receives bids until September 3 for 14,000 square yards of brick pavement.

Carrollton, Ala.—Pickens county receives proposals until September 25 for 50-mile highway construction, for which \$130,000 is available.

Carrollton, Ala.—Pickens county will award contract in September for 70 miles of grading, sand-clay, local gravel and bridge construction.

Carthage, Miss.—Leake county receives bids until September 3 for 15 miles of sand-clay road construction.

Carthage, Miss.—Leake county receives proposals



until September 3 for grading and sand-claying 11 miles of highway.

Eutaw, Ala.—Greene county receives bids until September 24 for grading and constructing highway.

Juka, Miss.—Tishomingo county opens bids September 7 for building 11 miles of gravel road.

Kissimmee, Fla.—Osceola county opens bids September 17 for constructing brick roads, for which \$100,000 is available.

Lake Worth, Fla.—City will contract for street improvements costing \$75,000.

Livingston, Ala.—Sumter county receives proposals until September 24 for grading and draining five-mile highway.

Yanceyville, N. C.—Caswell county plans \$85,000 expenditure for road construction.

Tulsa, Okla.—Tulsa county contemplates the construction of hard-surfaced roads, and has a report from the State engineer providing for a highway system to cost \$1,500,000.

### Offers to Build \$40,000 Highway.

Gen. Coleman du Pont of Delaware has submitted an offer to build a four-mile highway costing \$40,000 in Maryland. This road will be a continuation of the Coleman du Pont boulevard extending from Georgetown, Del., to Shelbyville. It will extend from the Delaware line to Shelbyville to Shawell, both in Maryland, and will be the last link in a modern highway from Pocomoke City to Georgetown, with connections at Berlin for Ocean City and for points westward. The chairman of the Maryland State Roads Commission has approved General du Pont's offer.

### To Stimulate Road Building in Eastern Kentucky.

At a meeting held in Whitesburg, Ky., last week by representatives from the leading cities in Eastern Kentucky, Southwestern Virginia and Eastern Tennessee, a movement was organized looking to the establishment of a through permanent roadway from Lexington, Ky., to Norton, Va., and ultimately to extend from Norton via Johnson City, Kingsport, Tenn., and Asheville, N. C., to Charleston, S. C.

A call was also issued for a meeting at Hazard, Ky., September 10 for the purpose of completing the organization of the Eastern Kentucky Good Roads Association, which will have for its object the development of permanent highways in the Eastern Kentucky coal fields and adjacent sections.

### \$2,500,000 Road Bonds Proposed for Jefferson County, Alabama.

At a recent meeting in Birmingham a movement was started for a bond issue of \$2,500,000 to provide for the construction of permanent highways in Jefferson county, Alabama.

### \$1,500,000 for County Highway System.

Plans are under consideration by Tulsa county, Oklahoma, for the construction of many miles of hard-surfaced roads. The county commissioners, county-seat at Tulsa, have had surveys completed and the State highway engineer has submitted a report outlining details of a highway system to cost \$1,500,000.

### American Products Wanted in Africa.

T. BRAMI & M. SAMAMA, 46 Souk-el-Bey, Tunis, Africa.

We have received your MANUFACTURERS RECORD, and it has excited our liveliest interest. Write us down as subscribers. We desire to act as agents for any important and substantial American business houses for the sale of American goods and products of every kind. We also purpose exporting to your country the products of Tunisia, and we appeal to you to aid us.

## FOREIGN NEEDS

Machinery and equipment wanted abroad are mentioned in many letters received by the MANUFACTURERS RECORD, which is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. For the benefit of our subscribers seeking foreign trade we publish the following extracts from recent letters:

### France Needs Rubber Tires.

L. G. DE LAGRANGE, 10 Rue de Constantinople Paris VIII, France.

For the MANUFACTURERS RECORD we extend our thanks. The heading has been of interest, and we have noted advertisements of products which will be of profit to us. We are to develop commercial intercourse between the United States and France, but we are unable now to give our views as to the method of securing best results and adapting that method to the customary routine of the French market. Today we wish to get in touch with factories making rubber tires for automobile trucks and heavy wagons. Before the war we had exclusive agency for France from the firm of Polack, Gotha, and we should like now to replace their products with goods from America. In a word, we have the customers, and are now looking for the merchandise and the people who have it for sale.

### Metalworking Machinery and Motorcycles.

GARAGE PASQUIER, Succursale de l'Auto-Palace de Tunis, Rue Lamoriciere, Sfax, Tunis, Algiers.

We want to manufacture tin containers and cases for olive oil, and would like to purchase the machinery. We wish to make containers such as used for petroleum oil and gasoline, with the proviso that they are to take no more than 10 litres and to weigh all told not over 10 kilograms. We also wish to get in communication with people making or selling tinplate. We want also to introduce into this district the motorcycle made by the Davis Sewing Machine Co. Give us some idea of the cost of transportation from New York to Tunis, and also let me know if there has been any change of the impost charge of 60 per cent. entry port duty on all foreign products coming to France and her colonies.

### Denmark Wants American Products.

STEVNS & Co., Copenhagen, Denmark.

We are trading as commission merchants and manufacturers' representatives in raw materials, chemicals, technical articles, colonial produce, drugs, wine and spirit, cordage and twines, textiles, hardware, cycle and automobile accessories, etc. Especially want large quantities of fine stoving enamel and air-drying enamel for motor cars, deep black, green, blue, brown, grey and cream, both flatting and finishing colors; large quantities of cycle fittings and accessories, especially bells, pedals, hubs, coaster hubs, complete frames, handle grips, gas lamps, saddles and tool bags, hand pumps and sundries; 1000 tons binder twine, sisal or manila. Terms and conditions: F. O. B. New York, export packing included, net cash against documents in New York.

### Confectionery and Provisions.

AUSTIN, PAYTON & Co., 55 Newhall St., Birmingham, England.

We are anxious to get in touch with suppliers and manufacturers of provisions, confectionery, sweets, etc. We require to buy such goods for shipment to the India market, and as references we beg to inform you that we have dealt with the Stanley Works of New York, Automobile Sundries Co. of New York, etc.

### Carbonic Acid Gas Equipment.

FABRICA DE REFRESCOS DE BIANCO Y CIA, E. RUNNEBAUM, Manager Cartago, Costa Rica.

Some days ago we asked for particulars of apparatus for extracting carbonic acid gas from limestone. There

must be a caldron in which to burn the limestone, the gas being collected and purified and then forced into steel cylinders at a pressure of 1500 pounds per square inch, 200 to 300 pounds of gas every 10 hours. Put us in communication with makers of such an equipment. Also have the following communicate with us directly: Makers of compressors for carbonic acid gas, steel tubing for this gas, pumps for water and suction fans. We have extensive deposits of limestone here, and we desire to establish a factory for making carbonic gas.

### For Trade in Greece.

S. G. SYKIOTIS, Athens, Greece.

There's a lot of business to be contracted here, especially forging and engineering, for different industries after the war. In peace times the writer's ground of action is not confined to Greece, but is far broader. My ideal is to maintain for American industries the influence already obtained by them.

Notwithstanding am but too legitimate for some small credit, should 50 or more American manufacturers pay \$2 per month I would economically undertake an advertisement here which will pay all of us.

### Agricultural and Traction Engine Parts.

LA MOTO-ARATRICE, via Oglio N. 18, Milan, Italy.

We are manufacturers of agricultural and traction engines. Interested in the import of all materials which may concern our manufacture, we invite first-class American manufacturers and exporters in our line to submit to us offers with price lists and catalogues illustrating in detail their production. Our requirements are especially for horizontal and vertical motors (2-4 cylinders), gears, steering gears, raw and worked standard automobile parts.

### Machinery for Drug Laboratory.

FRANCO A. MIRANDA, Barranquilla, Colombia.

I wish to purchase a small outfit for a pharmaceutical laboratory embracing those things necessary for a small drug business. Would like to deal with a firm making light machinery and appliances of low cost to perform those operations ordinarily done by hand, and I desire to get machines for making pills, capsule fillers, ointment and pomade mixers, powder and prescription paper cutters, cold syrup presses, etc.

### Cartridges Wanted in Spain.

JOSE CASSIO ROJAS, Firearms and Supplies, Aduana 20, Sevilla, Spain.

Put me in communication with some of the leading manufacturers of cartridges for hunting; would like to get catalogues and prices. Also would appreciate it if you put me in communication with a New York commission house with which I might reach an understanding in regard to above.

### Liberian Products Offered.

AMERICAN-LIBERIAN TRADING Co., 70 Benson Street, Monrovia, Liberia.

Having large quantities of ginger, coffee and palm kernels in stock, we are open to execute orders for any quantity desired. Upon request will submit samples as well as c. i. f. prices. All orders to be accompanied with the cash.

### Lifting Magnets Wanted in Africa.

F. RUTHER, 114 Juta Street, Johannesburg, Africa.

I am in want of two lifting magnets. One to lift 1½ to 1 ton and the other to lift from 1 to 1½ tons. Tell me where to obtain illustrated catalogues and quotations.

## MECHANICAL

Illustrations and descriptions having news value pertaining to developments in machinery, mechanical devices and inventions will be considered for use in this department.

### New 100 Horse-Power Diesel Type Engine Made in America Proves Most Economical.

The Manteo, a 50-foot wooden boat being built by the Charles P. Willard Company, Winthrop Harbor, Ill., for the Engineers' Department of the United States War Department, is to be driven by a 100-horse-power Diesel engine of American design and manufacture which is thought to be the smallest engine of this type ever built in this country.

The engine is a four-cycle, six-cylinder Fulton oil engine of the straight Diesel type built by the Fulton Manufacturing Co. of Erie, Pa. The cylinders are 8x9 inches, and the engine turns 400 revolutions per minute, developing 100 horse-power with a consumption of .53 pound of fuel oil per b. h. p. per hour. According to the official tests made by the War Department, "the engine was thoroughly inspected and tested, and was found to fill all requirements."

No difficulty was encountered in readily starting the engine, which ran smoothly and without missfire throughout the tests.

During the tests the exhaust showed absolutely clear and was without odor.

Air pressure for starting and for fuel injection varied from 750 pounds at low speed to 1125 at high speed.

As shown in the photograph, the two-stage air compressor is situated on the forward end of the crankcase; the air from this is led through a water-jacketed pipe to three steel air bottles tested to a pressure of 3000 pounds. The air in one of these bottles is used for the injection air and the air from this is led to the injectors, which can be seen on the top of each cylinder. The compressor compresses more air than is required for running; this surplus air is stored in the two steel bottles used for starting only. It is often supposed to be very difficult to hold this high-pressure air. On the contrary, if the valves are properly seated no difficulty should be encountered. The air in one of these bottles was maintained at a pressure of 11,000 pounds for over one month with no appreciable depreciation.

Individual fuel pumps are located on the starboard side of the engine, one for each cylinder. They are made out of blocks of steel. As there is an individual pump for each cylinder, if by any chance one of the pumps or one of the cylinders should go wrong while the boat is at sea, the operator would cut out this one cylinder and continue running on the other cylinders.

The lubrication of pistons and cylinder walls is by means of a Bosch oiler, with two leads to each cylinder. Inside the forward end of the crankcase are two rotating pumps; one of these drives the oil at a pressure up to 15 pounds, if necessary, through the hollow crankshaft and up through the hollow connecting rods to the wrist-pin bearings; the oil oozes out on the bearing and drips back into the base; the base is water-cooled, so that the oil is cooled and it then passes through a strainer and is returned to the pump; in this way there is a steady flow of cool oil on the bearings. This reduces the economy of lubricating oil to a minimum; for instance, the 100-horse-power engine required only about four quarts of oil for a continuous 10-hour run.

Located beside the lubricating pump is another pump exactly similar to it, which is used for pumping the fuel oil from the main tanks up to the gravity feed tank. These two pumps are duplicates of each other; if by any chance the lubricating pump should go wrong, all the operator need do is to connect up the lubricating system with the fuel oil pump and use that for lubricating the engine.

At the forward end of the engine may be seen the two heavy bronze plunger pumps for the water circulating and the bilge system. These pumps are duplicates of each other, so that if by any chance the water-circulating pump should go wrong when the boat is at sea the operator could merely connect up his bilge pump with his circulating-water system and continue running.

Another interesting feature to note is that the flywheel, instead of being at the forward end, is at the after-end of the engine; in this way unnecessary strain is taken off the flywheel. Just back of the flywheel is a Paragon reverse gear.

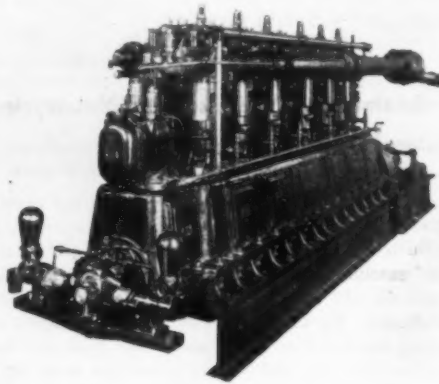
The propeller is a three-blade style "I" Columbian

propeller 42 inches in diameter by 38 inches thick, to turn 400 revolutions per minute. As this is a Government job, extra heavy stuffing-boxes are used on the propeller shaft, weighing 195 pounds each. The bronze shaft is 3½ inches diameter by 13 feet long, and weighs 492 pounds.

Over the engine is a skylight, and projecting through this is an interesting 50-gallon gravity feed fuel oil tank. The oil pump of the engine pumps the oil from the main oil tanks up into this gravity tank; there is a return pipe to the main tank, so that the pump may be felt operating and the surplus oil carried back to the tanks. Situated below the tank is a two-inch pipe with a glass gauge in it and a pet cock at the bottom; any water or dirt will settle in this pipe and can be seen through the glass and drained off through the pet cock.

A nine-kilowatt General Electric generator is driven by friction drive off the main engine flywheel and recharges the batteries used for all lights, including the ship's lights.

As economy is the chief point of advantage of a Diesel engine, the following comparison will be of interest: This engine consumes about 6¼ gallons of fuel oil per hour, and this at 6 cents per gallon would cost 37½ cents per hour. If the boat is run for 300 days at 10 hours each, the fuel bill would be \$1125. If a 100-



100 H. P. AMERICAN-BUILT DIESEL ENGINE.

horse-power gasoline engine were run a similar length of time, burning gasoline at 24 cents per gallon, the fuel bill would be \$9000. This would be a saving in one year of \$8437.50. Another remarkable comparison in fuel economy is that of a 70-horse-power Diesel engine of the Fulton Manufacturing Co., installed in a tug at Sama, Cuba, owned by the Atlantic Fruit Co., 61 Broadway, New York city. During the season preceding the purchase of the Fulton, Mr. Middleton, local manager, was using two gasoline engines, totaling about 55 horse-power. He said that his bill for the season for gasoline was \$2000. The fuel oil bill for the next season with the Fulton 70-horse-power engine was \$130. This made a saving to the company in one season of about nine months of \$1870. This particular tug is used for towing a barge loaded with bananas.

### The Process of "Spellerizing" as Applied to Pipe.

Commercially pure iron is produced in several forms. Puddled iron, knobbed charcoal iron, so-called ingot iron and soft welding steel have much the same chemical composition as commercial products, but may differ considerably in physical properties and durability according to the treatment given in process of manufacture.

Uniformity, both as to chemical composition, density and character of structure and finish have been demonstrated to be the most important factors governing corrosion in pipe. The actual chemical composition of the iron or steel has been demonstrated, it is said, to be of comparatively little importance, provided it is not unduly variable in the same piece.

In so far as pipe is concerned, with which this article is particularly concerned, thorough investigation and research have shown that the greatest danger from corrosion occurs to the smaller sizes of pipe, owing to the thinner walls. The larger sizes, with thick walls, are made from heavy plates of such uniform quality that corrosion does not seriously affect them to any appreciable extent.

To overcome the tendency to corrosion in the smaller

sizes a process has been evolved, known as "Spellerizing." This is technically defined as follows: "Spellerizing is a process of treating metal which consists in subjecting the heated bloom to the action of rolls having regularly-shaped projections on their working surfaces, then subjecting the bloom while still hot to the action of smooth-faced rolls and repeating the operation, whereby the surface of the metal is worked as to produce a uniformly dense texture better adapted to resist corrosion, especially in the form of pitting."

Inasmuch as this process is entirely mechanical, and does not in any way depend upon skilled labor, beyond keeping up the machinery involved, uniform treatment is assured.

The Spellerizing process is applicable to the smaller sizes of pipe, say, four inches and under, although it is possible in special cases to Spellerize pipe a few inches larger.

As a matter of homely fact, the process of Spellerizing metal may be considered analogous to the kneading of dough from which bread is made. Dough is kneaded to produce a smooth, uniform texture; to facilitate the escape of confined gases, which would form air holes and other irregularities in substance and on surface, and to make an even grain and fine, smooth surface. Much the same results are obtained by Spellerizing steel. In a general way, this illustrates the principle on which the Spellerizing process is based; that is, the aim is to make the metal uniform, so that corrosion will be uniform, and not in the form of pitting, for pitting in pipe represents the presence of weak spots.

There are other factors, such as contact with other materials which are electro-negative to iron, such as carbon or oxide of iron, or electrolysis due to stray currents which will cause local failures, no matter how carefully the steel is made.

Pipe has been made by this process for 10 years in increasing amounts. It is significant to note that official records of the American Iron and Steel Institute show that during this period steel tubes and pipe have increased from 74.3 per cent. of the total production in 1906 to 87.9 per cent. in 1916.

A few special references to experiences in the use of this process and its influence on steel pipe may be of practical interest:

(1) H. J. Macintire, professor of mechanical engineering, Washington University, in an article in "Tower," says, relative to corrosion about the power plant:

"In the case of ordinary steel pipe, mill scale is always present, and this likewise is electro-negative to the iron. If this scale is evenly distributed, as in Spellerized steel, the self-corrosion on its account will be slight; but if it is segregated, then local electrolysis and pitting of the material will result."

(2) Morgan B. Smith, in writing regarding the merits of the Spellerizing process, says:

"Steel pipe, which has been treated in such a manner as to eliminate or at least distribute evenly the mill scale, may be joined with wrought iron or cast iron safely, as a rule. \* \* \* The same stock without the treatment for mill scale will show a decided tendency to corrode when joined with wrought iron or cast iron. The so-called Spellerized steel fulfills this condition with respect to the scale."

(3) R. B. Duncan, associated with the United Gas Improvement Co. of Philadelphia, in a paper, "Installation and Maintenance of Service," read before the ninth annual meeting of the American Gas Institute, states:

"The steel industry has been developing a new process which, after several years' time, has given many encouraging results. By this process the steel is treated mechanically, and does not in any way depend upon skilled labor beyond keeping up the machinery involved, hence uniform treatment is assured."

"This new process is a method of treating metal which consists in subjecting the heated bloom to the action of rolls having regularly-shaped projections on their working surfaces, then subjecting the bloom, while still hot, to the action of smooth-faced rolls and repeating the action whereby the surface of the metal is worked so as to produce a uniform dense texture better adapted to resist corrosion, especially in the form of pitting."

The evidence might be continued ad infinitum, but it is believed sufficient has been mentioned to show that the tendency of the Spellerizing process is to render the surface of pipe uniform and reduce the tendency to corrosion, especially in the form of pitting.

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# Construction Department

## IN ORDER TO FOLLOW UP

Properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

### HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be written on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the post-office will generally be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur, as our reports are often published before new companies are known and before they have any established office for the receipt of mail.

### WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

### DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year.

All advertising contracts in the Manufacturers Record for three months or longer include a subscription to the Daily Bulletin for the contract period, as well as a subscription to the Manufacturers Record.

### AIRPLANE PLANTS, STATIONS, ETC.

N. C., Winston-Salem.—Airplane Parts.—Lusk-Cobb Co., Jas. O. Cobb, Pres., contemplates manufacture of wooden airplane parts, specializing in propellers only at present. (See Machinery Wanted—Woodworking Machinery; Airplane Manufacturers.)

Tenn., Fort Worth.—Government let contract J. W. Thompson, Boatmen's Bank Bldg., St. Louis, Mo., to build \$1,500,000 aviation camp.

### BRIDGES, CULVERTS, VIADUCTS

Ala., Carrollton.—Pickens county, Judge G. B. Robinson, Official in Charge, will construct 2000 ft. concrete and wood bridges, in connection with road construction; Engrs. Gcs E. Hauser, Columbus, Miss. Lately noted. See Road and Street Work. (See Machinery Wanted—Road Construction.)

Ark., Little Rock.—Pulaski County will organize improvement district to construct 2 concrete bridges across Arkansas River, one at foot of Main St. and other at foot of Broadway; Main St. structure will be 50 ft. wide, with 38-ft. roadway, two 6-ft. sidewalks and street-car track; Broadway bridge will probably be 60 ft. wide, with 46-ft. roadway and two 7-ft. sidewalks; estimated cost of each structure, \$500,000; county to contribute \$250,000 toward each. Address Pulaski County Comms.

Fla., Lake Worth.—Comms. (H. C. Fugate and others in charge) will construct bridges, cost \$25,000. (See Road and Street Work.)

Fla., Miami.—Dade County, E. D. V. Burr, Chmn., County Comms., voted \$140,000 bonds for roads and bridges; Hobart Crabtree, Engr., Miami. (Noted in July.)

Fla., Tampa.—Tampa Southern R. R. Co., J. E. Willoughby, Wilmington, N. C., Ch. Engr., will build four iron spans in connection with railroad construction.

Okl., Atoka.—Atoka County voted \$30,000 bonds to construct bridges and roads. G. Marlow, County Clerk.

Okl., Poteau.—Le Flore County, Page County, voted \$20,000 bonds to construct bridges and roads. Address County Comms.

Tenn., Knoxville.—Knox County Pike Com. will construct 2 50-ft. steel bridges, 1 across Tuckaho Creek and other across Stock Creek; cost of each \$4000; Geo. M. Trotter, County Judge.

Tenn., Knoxville.—City, John E. McMillan, Mayor, and Southern Ry. will construct concrete viaduct at Broadway and a reinforced concrete viaduct on Gay St. to replace present Gay St. structure; Southern Ry. Engineering Dept. is reported to be completing plans; City also has plans and has issued \$150,000 bonds, which were previously noted. (Mentioned in May and previously.)

### CANNING AND PACKING PLANTS

Fla., Moultrie.—C. E. Howland of Atlantic City, N. J., will establish meat-killing and packing plant and livestock ranch; purchased 333 acres land and 3-story 18-room concrete and cquina building; plans to fence in entire tract; property fronts on bay and has docks.

N. C., New Bern.—East Carolina Packing Co., capital \$100,000, inceptd. by W. P. Aberly, W. L. Hand, O. W. Love and others.

### COAL MINES AND COKE OVENS

Kentucky.—Jas. P. Woods and C. Markley of Roanoke, Va., contemplate organizing company with \$75,000 capital to develop mines.

Ky., Ashland.—Dwale Coal Co. increased capital from \$5000 to \$25,000.

Ky., Banford.—Fulton Coal Co. organized; S. B. Fulton, Pres.; W. R. Fulton, V.-P.; both of Huntington, W. Va.; L. A. Fulton, Secy., Treas. and Mgr., Banford; develop 500 acres; daily capacity 100 tons. (Lately noted inceptd., capital \$10,000. (See Machinery Wanted—Mining Machinery.)

Ky., Cornettsville.—Cornettsville Coal Co., Whitesburg, Ky., organized; J. W. Montgomery, Pres. and Mgr.; A. F. Parsons, Secy.-Treas., both of Fleming, Ky.; J. K. Parsons, Man., W. Va., V.-P.; develop 200 acres; daily output 500 tons. Lately noted inceptd., capital \$40,000. (See Machinery Wanted—Mining Equipment.)

Ky., Depoy.—Depoy Coal Co., Welch, W. Va., organized; L. Wener, New York, Pres.;

Morris Lopinsky, Scarbro, W. Va., V.-P.; Max Goodman, Depoy, Secy.; E. H. Lopinsky, Welch, Treas.; develop 45 acres. Lately noted inceptd., capital \$50,000. (See Machinery Wanted—Trucks.)

Ky., Everts.—Spring Branch Coal Co., capital \$25,000, inceptd. by M. D. Kelly, E. L. Ogden and M. L. Kelly.

Ky., Harlan.—Bowling Mining Co. organized by H. S. Bowling and J. W. Cunningham, both of Pineville, Ky., and others; develop coal land.

Ky., Hazard.—Leonard Coal Co., capital \$25,000, inceptd. by L. F. Brashers, F. H. Baker, B. W. Baker and C. L. Fuson.

Ky., Lott's Creek, P. O. Hazard.—Lott's Creek Coal Co., \$60,000 capital, inceptd. by Jas. Colwell, J. B. Eversole, A. S. Petrey, U. S. Siler and others, to develop 550 acres on Lott's Creek (Holliday coal lands); reported estimated daily capacity 600 tons.

Ky., Mannington.—Williams Coal Co. organized; J. S. Crenshaw, Pres.; S. H. Williams, Jr., V.-P.; L. D. Browning, Treas.; B. D. Williams, Jr., Mgr.; develop 500 acres; daily capacity 600 tons. Lately noted inceptd., capital \$25,000. (See Machinery Wanted.)

Ky., Melvin.—Cumberland Coal & Coke Co., inceptd., capital \$25,000; W. D. Wells, Pres.; W. W. Brown, V.-P.; both of Prestonsburg, Ky.; E. M. Clay, Fed. Ky., Secy.; E. M. Brown, Treas. and Mgr.; Melvin; develop 95 acres; estimated daily capacity 500 tons.

Ky., Middlesboro.—Bell Block Coal Co., capital \$3000, inceptd. by C. S. Meek, O. S. Meek and B. W. Dobyns.

Ky., Middlesboro.—Forks Creek Coal Co., capital \$2000, inceptd. by D. Z. Gibson, W. H. Gibson and M. R. Gibson.

Ky., Pineville.—Kentucky Ridge Mining Co. organized; W. I. Sallee, Pres.; W. E. Bach, Treas., both of Pineville; T. C. Hamilton, V.-P., Detroit, Mich.; develop 640 acres; daily capacity 500 tons. In July noted inceptd., capital \$75,000. (See Machinery Wanted—Rails; Cars; Drums.)

Ky., Pineville.—Piney Straight Creek Coal Co., capital \$3000, inceptd. by J. S. Bingham, F. V. Bingham and W. C. Bingham.

Ky., Prestonsburg.—Cumberland Coal & Coke Co., lately noted inceptd., capital \$25,000, will operate at Melvin, Ky. (See Ky., Melvin.)

Ky., Smalley.—Long Fork Coal Co., Coeburn, Va., capital \$50,000, inceptd.; W. A. Cyphers, Pres.; J. A. Newberry, V.-P.; R. V. Wohlford, Secy.-Treas., all of Coeburn; H. A. Dixon, Smalley, Mgr.; develop 800 acres; C. G. Evans, Pikeville, Ky., Constr. Engr. (See Machinery Wanted—Rails; Cars.)

Tenn., Sequatchie.—Clinton B. Roe, New York, contemplates development 80 acres coal land.

Va., Big Stone Gap.—Cumberland Coal Co. organized; H. J. Ayers, Pres., and J. B. Ayers, Secy.; develop 300 acres; daily capacity 200 tons; L. O. Pettit, Big Stone Gap, Constr. Engr. Lately noted inceptd., capital \$50,000. (See Machinery Wanted—Mining Machinery.)

Va., Coeburn.—Long Fork Coal Co., lately noted inceptd., capital \$50,000, will operate in Kentucky. (See Ky., Smalley.)

W. Va., Charleston.—Island Creek-Guyan Coal Co., 123 Summers St., capital \$10,000, inceptd.; C. H. Lebow, Pres.; M. F. Stiles, V.-P.; Leo Schaffer, Secy.; Ralph Lebow, Treas.; E. G. Biddison, Supt.; develop 785 acres; daily capacity 1000 tons. (See Machinery Wanted—Mining Equipment.)

W. Va., Clarksburg.—Helen Run Coal Co., capital \$50,000, inceptd. by E. L. Spraker, E. J. Francois, V. E. Cooke and others.

W. Va., Clarksburg.—Francis Coal Co. purchased 357 acres coal land and contemplates development.

W. Va., Hatland.—Middle Creek Coal Co., Charleston, W. Va., organized; V. L. Black, Pres.; W. M. Jones, Secy.-Treas.; Walter S. Wood, Mgr.; develop 600 acres; daily capacity 500 tons; machinery ordered; Clark & Krebs, Charleston, W. Va., Constr. Engrs.

W. Va., Hatland.—Jay Lee Coal Co. organized; J. Lee Hornor, Hornor Bldg., Pres., V.-P. and Treas.; Wayne B. Hornor, Secy.; both of Clarksburg, W. Va.; L. M. Disney, Mgr.; develop 29 acres; daily capacity 150 tons.

W. Va., Huntington.—Block & Gas Coal Mining Co., capital \$100,000, inceptd. by J. Nense, Geo. J. McCombs, H. E. Love and others.

W. Va., Logan County.—E. J. Payne Coal Co., capital \$50,000, inceptd. by E. J. Payne, L. R. Reese, D. W. Brown and others; all of Huntington, W. Va.

W. Va., Madison.—Madison Coal Co., capital \$100,000, inceptd. by John A. Kelly, A. L. Moses, H. M. Harlow and others, all of Huntington, W. Va.

W. Va., Monongalia County.—Canyon Coal & Coke Co., capital \$200,000, inceptd. by W. E. Crow, H. A. Bartschlager and J. B. Topham, all of Uniontown, Pa., and others; plans to develop coal mines in Union Dist. of Monongalia County.

W. Va., Philippi.—Talbot-Crawford Coal Co., capital \$25,000, inceptd. by R. E. Snyder, M. C. Talbot, A. S. Hawkins and others.

W. Va., Princeton.—East River Investment Co., capital \$50,000, inceptd. by J. E. Woodson, R. E. L. Holt and S. A. Lynch and others.

W. Va., Reynoldsville.—Alpha Portland Cement Co. of Easton, Pa., purchased 500 acres coal land in Harrison County and will develop to obtain fuel for operation of its own plants.

W. Va., Sery.—J. Wade Bell and W. S. Wood of Keeney's Creek, W. Va., leased 2000 acres coal land and will organize \$250,000 development company with Mr. Bell as Gen. Mgr.

W. Va., Sullivan.—Piney Creek Coal Co., Huntington, W. Va., organized; H. C. Duncan, Jr., Pres.; E. J. Adams, V.-P.; G. J. Dickerson, Secy.; W. C. Wallburn, Treas.; develop 275 acres; present daily capacity, 150 tons. (Lately noted as acquiring H. & S. Smokeless Coal Co. properties.)

W. Va., Van.—Van Coal Co., capital \$15,000, inceptd. by Thos. D. Bonner, J. C. Wilhelm, John A. Kelly and others, all of Huntington, W. Va.

### CONCRETE AND CEMENT PLANTS

Ky., Pineville.—Portland Cement.—Detroit-Elk Coal Co., lately organized to develop 2000 acres coal land in headwaters on Kentucky river in Letcher county, is reported to build \$1,000,000 Portland cement plant.

### COTTON COMPRESSES AND GINS

Fla., Plant City.—Chas. H. Taylor (of County Comms.) and others will build cotton gin; secured building and will remodel for cotton gin; purchased 2 machines.

La., Hammond.—Hammond Milling Co., capital \$5000, inceptd.; Jas. Jumeauville, Pres. and Mgr.; Henry Vermeersch, V.-P.; W. H. Carter, Secy.-Treas.; install ginnery with daily capacity 30 bales cotton; also plans to operate grist mill; will erect 25x30x14-ft. mill-construction building; removing machinery from Whittaker, Miss.

S. C., Dovesville.—Dovesville Gin Co., capital \$5000, inceptd. by Geo. E. Dargan and T. C. Cook of Darlington, S. C.

Tex., Tyler.—Smith County Gin Co., capital \$15,000, inceptd. by Ochos D. Bonner, J. C. Lindsey and Calvin Clyde.

### DRAINAGE SYSTEMS

Ark., Jonesboro.—Cache River Drainage Dist., Jas. R. Rhine, Corning, Ark., Engr., will construct main canal 25 mi. long, 125 ft. wide, and 30 ft. laterals, 25 to 45 ft. wide; floating dredge construction; estimated cost, \$350,000; date of opening bids not set; drain 110,000 acres, in Craighead, Lawrence and Jackson counties, for agriculture. (Noted in June with additional description.)

Fla., Tallahassee.—Trustees Internal Improvement Fund let contracts totalling \$2,000,000 for drainage system construction; F. C. Elliot, Chief Drainage Engr., wires Manufacturers Record; Contract recently let by Commissioners Everglades Drainage Dist. for Miami Canal and South New River Canal contemplates completing these canals by excavation 6,000,000 cu. yds. earth and rock from Miami Canal and 1,500,000 cu. yds. from South New River Canal; work on Miami Canal covers 60 mi. from Miami toward Lake Okechobee; work on South New River Canal comprises entire canal, 24 mi.; material consists of two-thirds rock and one-third

earth; South New River Canal unclassified, 30 cents cu. yd.; south half Miami Canal unclassified, 50 cents cu. yd.; north half unclassified, 27½ cents cu. yd.; improvement of Miami Canal will give channel 90 ft. wide, 12 ft. deep at lower end, and 55 ft. wide, 10 ft. deep at upper end; improvement South New River Canal will give channel 60 ft. wide, 11 ft. deep throughout; Bowers Southern Dredging Co., Galveston, Tex., is contractor. (Lately noted.)

Ga., Athens.—Clarke County Comms. made final arrangements for formation of Beaverdam drainage district; plans to construct system to reclaim 1600 acres in Clarke, Oglethorpe and Madison counties.

La., Lafayette.—Scott Sub-Drainage Dist. of Drainage Dist. No. 1, Lafayette Parish, will soon ask bids to construct 15 mi. canals, 30 ft. wide and 5 ft. deep, and 30 mi. 14x4 laterals; drain 30,000 acres agricultural lands known as "Coastal Plains"; L. A. Prejean, Pres. of Board; L. L. Judice, Secy., Scott, La.; W. S. White, Engr., Crowley, La. (Lately noted voted \$47,500 bonds.)

### ELECTRIC PLANTS

Fla., Jacksonville.—City Commission, John S. Boud, Chrmn., will extend electric-light system to South Jacksonville for use of Government shipyard; plans to construct 6600-volt cable from sub-station to Hillier-Sperring-Dunn Co.'s plant on South Side, now under Government control.

Fla., Vero.—Vero Utilities Co., capital \$20,000, incptd.; C. G. Redstone, Pres.; O. Roach, V.-P.; Jos. Hill, Secy.-Treas.

Ga., Harlem.—J. J. Zachry contemplates rebuilding electric-light plant lately noted burned. (See Lumber Mfg.)

Ky., Jackson.—Jackson Light & Ice Co., capital \$12,000, incptd. by A. H. Hargis, J. S. Redwine and Lewis Hays, Jr.

Ky., Paducah.—City Comm. will order vote in Nov. on bond issue to enlarge electric-light plant and install additional equipment. Address The Mayor. (Noted in May as considering bond issue.)

Ky., Whitesburg.—W. C. Daniels, Monica, Ky., will build power-house and plant in East End, Whitesburg; cost \$25,000; reported will let contract.

La., De Ridder.—T. S. Reed of Beaumont, Tex., and others will rebuild electric-light plant reported burned at loss of \$15,000.

Miss., Greenwood.—Yazoo & Mississippi Valley R. R., A. H. Egan, Gen. Supt., Memphis, Tenn., will build power-house; 26x54 ft.; brick.

Okla., Drumright.—Ideal Electric Co., capital \$3000, incptd. by W. B. Miser, D. B. Byers and Robt. Young.

Okla., Sentinel.—City voted \$5000 bonds to construct electric-light system. Address The Mayor.

Okla., Temple.—City voted to grant franchise to John C. Keyes of Lawton, Okla., to supply electricity and gas; transmit power from Lawton.

Okla., Woodward.—City votes Sept. 1 on \$22,000 bonds to improve electric-light system. Address The Mayor. (Lately noted.)

W. Va., Ashland.—City will install white-way lighting system; 38 standards; \$15,324 available. Address The Mayor.

### FERTILIZER FACTORIES

Ga., Atlanta.—American Agricultural Chemical Co., E. F. Daniel, Jr., Mgr., 625 Empire Bldg., is having plans prepared for 6 additional buildings for fertilizer plant; largest structure, 170x600 ft.; cost of buildings, \$50,000.

S. C., Lake City.—Double Action Fertilizer Distributing Co., capital \$1500, incptd.; W. D. Turbeville, Pres.; H. N. Singletary, V.-P.; Ashton H. Williams, Secy.-Treas.

### FLOUR, FEED AND MEAL MILLS

Ala., Attalla.—Alabama Milling & Wholesale Grocery Co. (care of Bettis & Morris, Box No. 69) organized with \$160,000 capital to build milling plant. (Chamber of Commerce noted in July as planning organization of company with \$160,000 capital to build mill with 24-hour capacity 2400 bu. corn, 30 tons feed and 50 bbls. flour.)

Ark., Benton.—O. L. Rigby of Hot Springs, Ark., will install grist mill and feed crusher; later, install flour mill; has building.

La., Hammond.—Hammond Milling Co., Jas. Jumonville, Pres., plans to install grist mill. (See Cotton Compresses and Gins.)

Miss., Tupelo.—Tupelo Elevator Co., W. W.

Thomson, Secy.-Mgr., will install grist mill. (See Miscellaneous Enterprises.)

N. C., Rougemont.—W. A. Carver contemplates installing roller flour mill; 40 to 50 barrels daily capacity. (See Machinery Wanted—Flour Mill Machinery.)

Okla., Enid.—Oklahoma Flour Mills Co., capital \$12,000, incptd. by J. R. Chapman and B. C. Estil of Enid, and Fred. L. Meyer of Wellington, Kan.

Okla., Meno.—Meno Milling Co., capital \$10,000, incptd. by P. S. Kane, T. B. Unruh and J. P. Unruh.

W. Va., Charleston.—Charleston Flour & Feed Co., capital \$10,000, incptd. by O. N. Mohler, D. W. Dunbar, T. K. Mowbray and others.

### FOUNDRY AND MACHINE PLANTS

Ala., Birmingham.—Foundry, etc.—Southern Welding & Reclaiming Co., incptd. with capital \$2500 by E. H. Ross, F. S. Johnson, F. R. Campbell and A. E. Bryant.

Ala., Dadeville.—Harrows.—Birmingham Disc Harrow Co., capital \$100,000, incptd. by J. H. Lovelace, J. W. Stratton and others.

Ala., Mobile.—Boiler Foundry, etc.—Hodges Boiler Machine Works, D. G. Hodges, Propr., 30 S. Water St., will erect 2 additional buildings, 50x175 ft., costing \$23,000; mill construction; has machinery; boiler and general machinery repairs.

Ark., Little Rock.—Farm Supplies.—Jonesboro Farm Supply Co., capital \$25,000, incptd. by G. W. Culberhouse, L. C. Glover, E. F. King and others.

Ark., Texarkana.—Mills.—Williams Mill Mfg. Co., capital \$100,000, incptd. by Jas. Sedberry, H. M. Barney and Mamie Sedberry.

Ga., Brunswick.—Steel Foundry.—American Shipbuilding Co. is reported as to build large plant to fabricate steel for shipbuilding. (See Shipbuilding Plants.)

capital \$50,000, incptd. by E. H. Fuller, V. H. Fuller and Guil Barber.

Ky., Newport.—Go Gas Co., capital \$5000, incptd. by Elmer W. Grisby, Oscar P. Grisby and J. A. Miller.

La., Gretna.—Gas Pipe Line.—Jno. W. Todd, Mgr., American Cotton Oil Co., New Orleans, plans constructing gas pipe line to Gretna.

La., Lake Charles.—Texana Petroleum Co., capital \$100,000, organized; Lydia H. MacMullen, Pres. and Gen.-Mgr., Houston, Tex.; Jas. W. Gardner, V.-P., Lake Charles.

La., New Orleans.—Gas Pipe Line.—W. B. McCormick, Shreveport, La., and associates plan constructing gas pipe line to New Orleans.

Okla., Ardmore.—Oil Refinery.—Terminal Refining Co., capital \$35,000, incptd. by T. F. Caldwell, B. C. Hightower.

Okla., Boise City.—Triple-State Petroleum Co., capital \$500,000, incptd. by J. Martin Ford, Hurley, Ohio; A. Craft, Wellington, Kan., and others.

Okla., Miami.—Standard Royalty Co., capital \$10,000, incptd. by D. H. Wilson, A. S. Bennett and Seymour Riddle, all of Vinita, Okla.

Okla., Muskogee.—Knickerbocker Co., capital \$10,000, incptd. by A. C. Fely, D. G. Bailey and F. G. Gillock.

Okla., Oklahoma City.—Blue Bonnet Oil Co., capital \$80,000, incptd. by C. R. Stanton of Oklahoma City, Ed S. Wesson and C. E. Sands of Dallas, Tex.

Okla., Ringling.—Oil Refinery.—People's Refining Co., E. D. Smith, Mgr., Insurance Bldg., Oklahoma City, is having plans prepared for oil refinery; include 4 boiler stills and 1 steam still, 2 125-H. P. boilers, 2 underground storage tanks, 7 steam pumps and power-house; cost \$55,000. (Lately noted to build oil refinery with daily capacity 2000 bbls.)

by Frank Kell, J. C. Mytinger and Orville Bullington.

W. Va., Huntington.—Putnam Oil & Gas Co., capital \$50,000, incptd. by C. C. Wolfe, W. E. Neal, O. E. Copeland and others.

### HYDRO-ELECTRIC PLANTS

Va., Springwood.—Jasper Miller, Charlotte, N. C., plans water-power development to furnish electricity for proposed cotton mill. (See Textile Mills.)

### ICE AND COLD-STORAGE PLANTS

Ark., Ozark.—Citizens' Service Co. will erect 18-ton ice plant and 100-ton cold-storage plant.

Fla., Miami.—C. J. Hulsenkamp and others are organizing company to build ice plant.

Ky., Jackson.—Jackson Light & Ice Co. incptd. by A. H. Hargis and others. (See Electric Plants.)

Md., Baltimore.—Homewood Amusement Co. will build 170x65-ft. ice-skating rink. (See Miscellaneous Construction.)

Tenn., Knoxville.—J. K. Griffin, J. P. Roddy and W. R. Griffin purchased for \$63,000 Union Beverage Co.'s plant; reported to remodel and equip for manufacturing ice and for cold storage.

Va., Norfolk.—Government will erect cold-storage warehouse to cost \$300,000 to \$400,000; Navy Dept., Washington, D. C., is preparing plans.

### IRON AND STEEL PLANTS

Ala., Birmingham.—Rolling Mill.—Jefferson Rolling Mill Co., capital \$50,000, incptd. by W. B. Harper, H. H. Lind and L. R. Hanna.

Ala., Jemifer.—Iron Furnace.—Jemifer Furnace Co., W. Aubrey Thomas, trustee, Niles, O., is rumored as planning to modernize and blow in its iron furnace.

### LAND DEVELOPMENTS

Ala., Birmingham.—Alabama Development Co., capital \$3000, incptd. by J. M. Anderson, T. L. Finney and N. O. Tyler.

Ala., Birmingham.—Sterretts Farm Co., capital \$2000, incptd. by W. C. Gewin, Sara Turner and O. H. Orr.

Ark., Fort Smith.—Home Land Co., capital \$33,500, incptd.; John C. Gardner, Pres.; Ed Ballman, V.-P.; C. B. Carter, Secy.-Treas.

Fla., Miami.—Snapper Creek Land Co., capital \$10,000, incptd. by Chas. G. Barley, Edith M. Stephenson and J. W. Stephenson.

Fla., Tampa.—Florida-Carolina Fruit Co., capital \$150,000, incptd.; R. J. Cheatham, Pres.; W. L. McMorris, Secy.; H. W. McKenzie, Treas.

Ga., Cedartown.—Porter Bros. Farm Corp. organized; C. R. Porter, Pres.; J. C. Porter, Secy.-Treas.; develop 6000 acres in Haralson and Polk counties; make improvements as needed; Engr., S. Z. Ruff, care of Edwin P. Ansley, Realty Trust Bldg., Atlanta, Ga. (Lately noted chartered, capital \$100,000.)

Ga., Montezuma.—Bertha Lewis Corp., capital \$50,000, incptd. by E. B. Lewis and others.

La., Abbeville.—Katie Plantation Co., capital \$70,000, incptd.; F. A. Godchaux, Pres.; Chas. Gongenheim, V.-P.; Robt. E. Putnam, Secy.-Treas.

La., Lake Charles.—Louisiana Farm & Livestock Co., capital \$50,000, organized with Chas. A. Clark, Pres., Lake Charles; L. G. Hostetter, V.-P., Livingston, Ill.; Chas. R. Cline, Secy.-Treas., Lake Charles; develop for farming 1300 acres on Calcasieu River, several mi. below Prien Lake.

W. Va., Charleston.—Kanawha Building & Development Co., capital \$50,000, incptd. by A. B. Lewis, John Popp, J. W. Cart and others.

W. Va., Dunbar.—Dunbar Land Co., capital \$50,000, incptd. by Murray Briggs, Russel B. Quarrier, S. L. Flournoy and others.

### LUMBER MANUFACTURING

Ala., Tusculum.—Ayer & Lord Tie Co. of Chicago purchased 4320 acres timber land in Colbert county for \$17,250 and plans development.

Fla., Live Oak.—Seminole Lumber & Export Co., capital \$50,000, incptd.; H. G. Hayward, Pres.; F. B. Hayard, V.-P.; G. L. Kennedy, Secy.-Treas.

Fla., Williston.—Long-Paslay Lumber Co., capital \$30,000, incptd.; G. P. Long, Pres.; J. E. Pasley, V.-P. and Treas.; G. C. Coleman, Secy.

## THE OFFICIAL PROPOSAL ADVERTISEMENTS

Appear This Week On Page 86

Notices of bond sales, construction and improvement contracts to be let, equipment and supplies to be purchased, franchises offered, etc., inserted in this department bring bids from the most important bond buyers, investors, financial institutions, contractors, engineers, architects, manufacturers, and supply houses throughout the country.

Rate 25 cents per line per insertion.

The PROPOSAL department goes to press 9 A. M. Wednesday for the issue of the following day. If you cannot mail advertisement in time for any particular issue please wire copy by night letter.

Send for booklet of testimonial letters from public officials who have used the PROPOSAL department of the Manufacturers Record, for bond sales, construction work, etc.

Ky., Harlan.—Machine Shop.—J. W. Carroll of Pineville, Ky., will install machine shop; has building.

Ky., Louisville.—Welding.—Standard Welding Co. incptd. by Christine G. Cottell, L. B. Rosenfield and Carolyn Rosenfield.

Okla., Enid.—Castings Foundry.—Geronimo Motor Co. may install malleable castings foundry; possibly gas heat. (See Machinery Wanted—Foundry Equipment.)

Va., Richmond.—Locomotives.—American Locomotive Co. will erect plant building and warehouse; cost \$2500.

### GAS AND OIL ENTERPRISES

Ga., Macon.—Filling Station.—Canfield Oil Co. will erect filling station; concrete floor; tanks under concrete.

Ky., Irvine.—Pipe Line.—Cumberland Pipe Line Co. of Lexington, Ky., increased capital from \$1,000,000 to \$1,500,000; enlarge Irvine pipe line to capacity of 12,000 bbls. oil daily and probably extend to Olympia fields.

Ky., Junction City.—Kraemer Essential Oil Co., capital \$5000, incptd. by C. Kraemer, E. H. DeMoss and Oscar A. Paul.

Ky., Lexington.—Hoffman Oil Co. of Kentucky organized with \$10,000,000 capital; Henry H. Hoffman, Pres., Houston, Tex.; C. S. Woods, V.-P.; P. A. Watson, Box 427, Engr.; both of Lexington; develop 200,000 acres leases Kentucky and Tennessee. (See Machinery Wanted—Gasoline Equipment; Well-drilling Machinery; Pumping Equipment.)

Ky., Lexington.—Powell Oil & Gas Co.,

Okla., Temple.—Gas Pipe Line.—City voted to grant franchise to John C. Keyes of Lawton, Okla., to supply gas and electricity. (See Electric Plants.)

Okla., Tulsa.—Alvard Oil Co., capital \$100,000, incptd. by E. E. Dix of Tulsa, Thos. G. Alvard, Jr., Superior, Wis., and M. J. Koll of Bagley, Minn.

Okla., Tulsa.—Sunset Petroleum Co., capital \$2,000,000, incptd. by J. W. Henry and J. A. Cooney of Tulsa and T. I. Moss of Oklahoma City.

Tex., Dallas.—Plaza Oil Co., capital \$3000, incptd. by T. W. Eastham, John Abercrombie and D. B. Hunter.

Tex., Houston.—West Production Co., capital \$100,000, incptd. by Thos. Watie, Wm. A. Vinson and A. W. Martial.

Texas, Houston.—Oil Refinery, etc.—Empire Gas & Fuel Co., plans to build oil refinery on ship channel; receive oil supply from Gulf Coast fields of Texas and Healdton field of Oklahoma; construct 300 mi. pipe line from refinery site to Gainesville, Texas, where Producers Refinery Co. (subsidiary) has refinery with oil pipe line to Healdton (Okla.) field. (Lately noted.)

Tex., Paris.—Lamar-Wichita Oil & Gas Co., capital \$24,000, incptd. by C. C. Bennett of Mineral Wells, J. M. Lattimore of Roston, Tex., and A. U. Wright of Hugo, Okla.

Tex., Pledger.—Oil Pipe Line.—Rio Brava Oil Co. will lay 6-in. pipe line from Pledger to Damon Mound; 6 mi.

Tex., Wichita Falls.—Oil Refinery.—Texola Oil & Refining Co., capital \$50,000, incptd.



Ga., Albany.—Lynch Lumber Co., capital \$500, inceptd. by P. H. Lynch and A. D. Smith.

Ga., Blakely.—W. W. Hicks, Rutherfordton, N. C., and others will establish sawmills; purchased timber tracts.

Ga., Marietta.—J. J. Zachry contemplates rebuilding planing mill and electric plant lately noted burned.

Ga., Springdale.—King Lumber Co., Cuthbert, Ga., is reported to have purchased 200 acres timber land near Springdale and 500 acres near Lumpkin, Ga.; will develop timber.

Ky., Whitesburg.—Foerster-Harvie Lumber Co., capital \$20,000, inceptd. by M. H. Foerster, Lewis E. Harvie and Sam Collins.

La., Midland.—Callahan Lumber Co. (Jas. W. Callahan) advises Manufacturers Record: Expect to build mill on Bayou Quevede-Tortue, where recently contracted for cypress and tupelo lumber; capacity 25,000 ft. daily. Lately noted. (See Machinery Wanted—Sawmill.)

Miss., Laurel.—Hattaway Lumber & Timber Co., capital \$10,000, inceptd. by W. F. Hattaway, E. A. Hattaway and W. J. Pack.

S. C., Sumter.—Atkins Lumber Co. inceptd. by O. H. Folley and H. M. Crowson.

Tex., Beaumont.—Beaumont Lumber Co. increased capital from \$125,000 to \$200,000.

Tex., Pittsburg.—Denman Lumber Co. increased capital from \$7500 to \$15,000.

Va., Glamorgan.—Hillman Bros. purchased Roberts timber tract; reported as to install mills.

W. Va., Rowlesburg.—Jackson Lumber Co., capital \$15,000, inceptd. by D. A. Jackson, W. R. Bowman, F. A. Jackson and others.

W. Va., Wheeling.—Hood Lumber Co., capital \$20,000, inceptd. by C. M. Hood of Glendale, W. Va.; M. B. Crow and J. M. Ritz of Moundsville, W. Va., and others.

## METAL-WORKING PLANTS

Ark., Fort Smith.—Metal Products.—Fort Smith Metal Products Co. increased capital from \$50,000 to \$100,000.

## MINING

Ala., Ashland.—Graphite.—Graphite Mills, capital \$80,000, inceptd. by D. H. Riddle, H. R. Evans and H. P. H. Brumell.

Ala., Birmingham.—Iron.—Alabama Ore Mining Co., capital \$150,000, inceptd. by W. B. Harper, H. H. Lind and L. R. Hanna.

Ala., Birmingham.—Hoskins Mining Co. inceptd. with capital \$5000 by T. L. Hoskins, George Horsley and Hattie May Hoskins.

Ark., Nashville.—Iron, etc.—J. W. Bishop, W. P. Williams, F. A. Fay and others are interested in plan to build manganese and iron-ore smelter to handle ore from mines in north Howard County.

Fla., Fernandina.—Phosphate.—Dunnellon (Fla.) Phosphate Co. is reported to build plant requiring construction of reinforced concrete and structural iron buildings to cost \$500,000.

Mo., Baxter.—Lead and Zinc.—Brown & Head Mining Co. (J. E. Head of Tulsa, Okla., and others) will build 350-ton concentrating plant.

Mo., Joplin.—Lead and Zinc.—Golden Rod Mining & Smelting Corp. organized; F. C. Wallower, Pres.-Mgr.; W. R. Ramsey, Secy.-Treas.; purchased 330 acres lead and zinc property, with 3 concentrating plants; increase developments; construct 5 additional mills, and probably smelter.

Okla., Miami.—M. O. & T. Mining Co., capital \$100,000, inceptd. by J. W. Owensby and T. C. Young of Miami and W. H. Logan of Fort Worth, Tex.

Okla., Miami.—Gasconade Mining Co., capital \$50,000, inceptd. by Rosa Russell of Oklahoma City, E. B. Glidewell of Springfield, Mo., and W. G. McManus of Phillipsburg, Mo.

Okla., Miami.—Money-Maker Mining Co., capital \$85,000, inceptd. by G. N. McBrien, H. G. Smith and V. F. Ham.

Okla., Tulsa.—Zinc.—Kaoma Zinc Co., capital \$100,000, inceptd. by P. E. Elliott and H. F. Rothman of Tulsa and Harry D. Barn-dollar of Miami.

Tenn., Chattanooga.—Mica.—Indian Mica Co., Montague Bldg., inceptd. with \$25,000 capital; Harry H. Wand, Pres.; Hugh Brown, V.-P.; W. G. Oehmig, Secy.-Treas.; develop 280 acres mica lands in Randolph County.

Tenn., Newport.—Manganese and Ferro-Manganese.—Manganese By-Products Co.,

capital \$30,000, inceptd. by John A. Kelly, A. L. Moses, H. M. Harlow and others, all of Huntington, W. Va.

Tex., Toyah.—Sulphur.—Texas Sulphur Co., Orange, Tex. (previously noted organized, etc.), advises: A. C. Fleig, Pres.; A. C. McFarlane, V.-P.; H. M. Tippet, Secy.; T. M. Dodd, Treas.; all of Orange, Tex.; develop 200 acres; capacity not decided; will install equipment. (See Machinery Wanted—Mining Machinery.)

## MISCELLANEOUS CONSTRUCTION

Ala., Mobile.—Coal Dock.—Louisville & Nashville R. R. Co., T. B. Turner, Asst. Supt., advises Manufacturers Record relative to construction of coal dock: Have no perspective drawing; sections of blueprint show wharf 494 ft. long; 2 units, continuous bucket conveyor type, with delivery chutes capable of 36 ft. vertical adjustment and 25 ft. horizontal sway adjustment; lowest point of chute to have highest elevation capacity of 46 ft. 6 in. above water line; 2 stations, of crescent timber, floor space 40x70 ft., height 110 ft. above mean low tide; plant to have electric drive, automatic operation; construction delayed; contemplate completion by Jan. (Lately noted.)

Fla., Lake Worth.—Seawall.—Comms. (H. G. Fugate and others in charge) will construct 2100-ft. seawall; cost \$25,000. (See Road and Street Work.)

Fla., Sarasota.—Recreation Pier.—City let contract H. Glover & Co. of Bradenton, Fla., for additional construction on pier purchased for \$40,000; cancelled contract previously awarded to Luten Bridge Co. of York, Pa.; build 26-ft. concrete dock 200 ft. further into bay than present structure, erect sun parlor and pavilion on pier end, etc. (Noted in May as having let contract Luten Bridge Co. for improvements to cost \$18,000.)

Ky., Horse Cave.—River Improvement.—H. R. Thomas is interested in proposed navigation improvements to Hidden River in Hidden River Cave; contemplates dredging, blasting, etc., and installation of motor boats for 7-mi. course; cost of work \$4000, already partly expended. (See Machinery Wanted—Dredging Machinery; Blasting Machinery; Boats.)

Ky., Paducah.—Heating Plant.—St. Mary's Academy let contract Sam Gull and Ed. D. Hannan to erect \$10,000 heating plant; latter has plumbing contract.

Md., Annapolis.—Dredging.—Bureau Yards and Docks, Washington, D. C., will dredge channel at rifle range, U. S. Naval Academy; bids until Sept. 10. (See Machinery Wanted—Dredging.)

Md., Baltimore.—Ice Skating Rink, etc.—Homewood Amusement Co., Edw. C. Sandell, Mgr., 3901 Brookline Ave., will build ice skating rink with 22 bowling alleys underneath; practically 170x65 ft. skating surface; Blanke & Zink, Archts., 635 Equitable Bldg., Baltimore, state that building will be fire-proof, sizes 73x168 ft. and 100x135 ft.; ice plant, heating and electrical machinery to be installed.

Miss., Vicksburg.—Levee.—Third Mississippi River Dist., P. O. Box 404, will construct 1,000,000 cu. yds. levee work; bids until Sept. 11. (See Machinery Wanted—Levee Construction.)

Miss., Vicksburg.—Levee.—Third Mississippi River Dist., P. O. Box 404, will construct 370,000 to 400,000 cu. yds. levee work as follows: 190,000 cu. yds. embankment as part of Gabriel Extension Levee, Iberville Parish; 90,000 cu. yds. on St. Peter's Church Levee, Parish of St. John, and 90,000 cu. yds. Krotz Springs South Levee, St. Landry Parish, Atchafalaya River, right bank; bids until Sept. 5. (See Machinery Wanted—Levee Construction.)

Okla., Langston.—Heating Plant.—State Board of Affairs let contract Oiler Heating Co. of McAlester at \$7000 to install heating plant at A. & N. School at Langston.

Tenn., Memphis.—Earthwork.—Mississippi River Commission, U. S. Engr. Office, Custom-house, Memphis, opened bids for construction of 3,400,000 cu. yds. earthwork in Upper and Lower St. Francis and White River Levee Dist.; Colonel Howell of engineering division, River Commission, recommended bids totalling \$774,350, divided as follows: Upper St. Francis, \$50,000; Lower St. Francis, \$611,300; White River, \$46,350; Geo. F. Ramsey, 1576 Clark Place, Memphis; Walter Lee of Charleston, Miss.; Roach-Stansell-Lowrance Bros. of Memphis and H. B. Blanke of Vicksburg, Miss., submitted bids. (Lately noted inviting bids.)

Va., Norfolk.—Creek Improvements.—Finance Committee approved appropriation of

\$20,000 for continuing improvements to Smith's Creek and \$10,000 for continuing improvements in Newton's Creek; Walter H. Taylor, Jr., City Engr.

## MISCELLANEOUS ENTERPRISES

Ala., Anniston.—Transfer.—Dixie Transfer & Trunk Co., capital \$5000, inceptd.; Cooper Whiteside, Pres.; R. H. Davenport, V.-P.; C. W. Whiteside, Secy.-Treas.

Ala., Montgomery.—Stockyards.—Union Stockyards Co., capital \$101,000, inceptd.; Wm. M. Teague, Pres., Montgomery; F. H. Embry, V.-P., Louisville, Ky.; A. C. Davis, Secy.-Treas., Montgomery; establish stockyards on site of 14 acres; Gaffney & Epping of Louisville are preparing plans.

Ark., Blevins.—Hardware.—Blevins Hardware Co., capital \$15,000, inceptd.; H. M. Stephens, Pres.; Dan Pittman, V.-P.; Carl Brown, Secy.-Treas.

Ga., Atlanta.—Laboratories.—Southeastern Laboratories, capital \$50,000, inceptd. by G. A. Roberts and J. Hindley; manufacture biological products, hospital supplies and drugs.

Ga., Savannah.—Laundry.—Cooley Laundry Co. will occupy building as laundry to be erected by Jos. Maril on site 120x30 ft.

Ky., Paducah.—Grain Elevator.—Lack-Redford Elevator Co., capital \$25,000, inceptd. by Finis E. Lack, Con W. Craig and A. L. Redford; erect grain elevator with capacity 100,000 bu.; wood and concrete construction; purchased sheller and dryer; plans completed.

Miss., Macon.—Corn Elevator.—Imperial Cotton Oil Co., Ernest George, Mgr., will build corn elevator.

Miss., Tupelo.—Grain Elevator.—Tupelo Elevator Co., W. W. Thompson, Mgr., will open bids Sept. 20 to erect 100x48 ft. building of brick and wood construction; plans by A. E. Hinesman; install shucker, sheller, elevator and grist-mill machinery; daily capacity, shell 4000 bu. corn. (See Flour, Feed and Meal Mills.)

Mo., Palmyra.—Grain Elevator.—Farmers' Elevator & Exchange Co., capital \$10,000, inceptd. by A. C. Ross, C. R. Appel and Geo. B. Geer.

N. C., Burlington.—Dyeing and Finishing.—National Dye Works, capital \$10,000, inceptd. by C. V. and D. E. Sellars and W. H. and B. V. May.

Okla., Henryetta.—Hardware.—Creagan Hardware Co., capital \$12,000, inceptd. by F. L. Creagan and J. J. Devine of Henryetta and L. C. Parmenter of Muskogee, Okla.

Okla., Miami.—Publishing.—Miami News Publishing Co., capital \$25,000, inceptd. by G. L. Coleman, J. F. Robinson and R. J. Tutbill.

Tenn., Binghamton.—Grain Elevator.—East St. Louis Cotton Oil Co., East St. Louis, Ill., purchased Mississippi Elevator at Binghamton; reported to enlarge, improve and use for corn shelling and storing.

Tex., Austin.—Publishing.—American Publishing Co., capital \$30,000, inceptd. by H. H. Sevier, Chas. G. Norton and J. B. Hewey.

Va., Hampton.—Engineering.—Hampton Roads Engineering & Construction Co., capital \$50,000, inceptd.; Geo. L. Smith, Pres.; Louis Heffelfinger, Treas.; Harry R. Houston, Gen. Mgr.

Va., Petersburg.—Laundry.—M. Florsheim of Richmond, Va., will erect laundry at Camp Lee near Petersburg; building 200x200 ft.; include power-house and garage.

W. Va., Ashland.—Incinerator.—City votes Nov. 6 on \$250,000 to install incinerator, etc. Address The Mayor. (See Sewer Construction.)

W. Va., Morgantown.—Printing.—Morgantown Press Co., capital \$5000, inceptd. by Chas. A. Henderson, E. W. Henry, Chas. T. Hickman and others.

## MISCELLANEOUS FACTORIES

Ala., Anniston.—Ice Cream.—Alabama Ice Cream Co., capital \$10,000, inceptd.; G. H. Edmonson, Pres.; R. B. Lacey, Secy.-Treas.; establish plant with daily capacity 500 gals. ice cream; branch of Lacy Ice Cream Co. of Gadsden.

Ala., Birmingham.—Bottling.—Southern Beverage Co., capital \$60,000, inceptd.; J. W. Carlisle, Pres.; J. E. Davis, V.-P.; G. H. Garmany, Secy.-Treas.

Ala., Birmingham.—Bolt-weevil Appliances.—Kysar Mfg. Co., capital \$100,000, inceptd. by J. J. Kysar, F. G. Shephard, W. C. Gwin and others.

Ark., Fort Smith.—Lamp Chimneys, etc.—Radiant Glass Co., J. S. Parks, Pres., will

erect addition for second furnace; increase daily capacity of lamp chimneys and globes from 1 to 2 carloads; furnace complete except building; William Bros. of Fort Smith are contractors; about December plans to erect third furnace to manufacture 5-gal. water bottles. (Noted in June as inceptd. with \$100,000 capital and erecting plant to manufacture lamp chimneys and lantern globes.)

Ark., Little Rock.—Mattresses.—Southern Mattress Co., capital \$10,000, inceptd. by J. D. Oates, J. L. Coates, H. S. Nixon and J. F. Walker.

Fla., Jacksonville.—Overalls.—Seminole Overall Mfg. Co., capital \$15,000, inceptd.; R. A. Palmer, Pres.; E. J. Wooley, V.-P.; C. A. Williamson, Secy.-Treas.

Fla., Jacksonville.—Cigars.—Florida Cigar Making Co., Box 892, organized; Geo. L. Massey, Pres.; C. J. Taylor, V.-P.; J. M. Turner, Secy.; manufacture cigars; daily capacity 20,000. (Lately noted inceptd., capital \$10,000.)

Fla., Lakeland.—Tobacco.—American-Havana Tobacco Co., capital \$50,000, inceptd.; G. L. Palmer, Pres.; M. J. R. Palmer, V.-P.; C. V. Palmer, Secy.-Treas.

Fla., St. Augustine.—Tooth Powder.—E. A. Welters Tooth Powder Co., capital \$3000, inceptd.; L. A. Howell, Pres.; John R. Scott, Jr., V.-P.; E. A. Welters, Secy.; W. M. Martin, Treas.

Ga., Atlanta.—Candy.—The Wiley Co. leased building containing 15,000 sq. ft. floor space at Hunter and Haines Sts.; equip as candy factory; plans to triple present capacity.

Ga., Atlanta.—Peanut Confections.—Georgia Peanut Corp., capital \$25,000, chartered by Olin T. Lester of Atlanta, A. H. Parkerson of Montgomery, Ala., and others.

Ga., Atlanta.—Refrigerators.—Shannon Refrigerator & Butcher Supply Co., V. P. Warren, Mgr., will erect 90x400-ft. 1-story main building; day labor; transferring machinery from old plant; manufacture refrigerators for markets, hotels, grocery and packing houses; also candy refrigerators. (Lately noted.) (See Machinery Wanted—Pipe.)

Ga., Jackson.—Empire Investment & Mfg. Co., capital \$15,000, inceptd. by S. P. Nichols, J. H. McKibben, R. J. Carmichael and others.

Ky., Horse Cave.—Tobacco.—Burley Tobacco Co., John Fisher, Mgr., Lexington, Ky., let contract to D. N. Combes, Horse Cave, to construct 100x112-ft. ordinary-construction building, cost \$6000, for tobacco prizing. Lately noted. (See Machinery Wanted—Trucks, Scales, etc.)

Ky., Louisville.—Leather.—Geo. Bosler Leather Co., capital \$30,000, inceptd.; Geo. N. Bosler, Pres.; Julius J. Mathies and Clem A. Elliott, V.-P's; Alma C. Bosler, Secy.-Treas.

Ky., Sulphur.—Mail Cabinets.—Sulphur Mail Cabinet Co., inceptd. by B. F. Hawkins, L. E. Morris and Annie R. Martin.

La., Monroe.—Guy P. Stubbs purchased mill buildings, machinery and site 437x600 ft.; probably equip for manufacturing plant.

Mo., St. Louis.—Clothing.—Lille, Selzer & Gelber Garment Co. increased capital from \$30,000 to \$30,000.

Okla., Ardmore.—Carbon Projectors.—Sun Light Carbon Co. (care of Ardmore Chamber of Commerce) will establish plant to manufacture carbon projectors for motion-picture machines; increased capital from \$75,000 to \$250,000.

Okla., Muskogee.—Rigging.—Ruskogee Rig & Supply Mfg. Co., capital \$25,000, inceptd. by John W. Brown, Grant Brown and E. H. Bewel.

Okla., Sapulpa.—Automobile Accessories, etc.—Utz Mfg. Co. of Kansas City, Mo., will build plant on 1-acre site; manufacture automobile accessories and mechanical novelties.

S. C., Charleston.—Clothing.—Government acquired immigration station on Cooper river and will equip as addition to Navy Yard clothing factory; total daily capacity, 10,000 garments; Capt. Benj. C. Bryan, U. S. N., Commandant of Charleston Navy Yard.

S. C., Spartanburg.—Ice Cream.—Spartan Creamery Co., C. B. Waller, Pres., increased capacity to \$5000; install equipment to manufacture ice cream.

Tenn., Chattanooga.—Cleanser.—Hancocks Sanitary Cleanser Co., organized; Robt. Hancocks, Pres.; G. D. Enright, Secy.-Mgr.; contemplates erection 3-story fire-proof building; install mixers, elevators and drying apparatus; electrical equipment; manufacture cleansers, with and without disinfectant. Lately noted inceptd., capital \$50,

000. (See Machinery Wanted—Mixers; Elevators; Drying Apparatus.)

Tex., Alice—Creamery.—Jim Wells Co-operative Creamery Co. organized; G. R. Adams, Pres.; Robt. Lynn, Secy.; W. T. Trousdale, Mgr.; install creamery equipment; has building. (Lately noted inceptd., capital \$3500.)

Tex., Dallas—Silo.—Silo Construction Co., capital \$500, inceptd. by W. B. Fraser, J. H. Payne and D. J. Bhamblin.

Tex., Houston—Bags and Bagging.—Houston Bag & Bagging Co. organized; O. M. Lipper, Pres.; F. J. Grunenthal, V.-P.; Geo. Lipper, Secy.; B. M. Vaughn, Sales Mgr.; purchased building, 30,000 sq. ft.; install machinery, new and second-hand, cost \$5000; machinery purchased, excepting printing presses and motors. Lately noted inceptd., capital \$25,000. (See Machinery Wanted—Bagging Machines, etc.)

Tex., Tyler—Peanuts.—Woldert Peanut Co., Alex. Woldert, owner, advises Manufacturers Record: Open bids in Sept. or Oct. to erect 100x200 ft. brick mill-construction building; cost \$10,000 to \$20,000; daily capacity about 2 to 3 cars; leased 80x100-ft. building for present use and now installing machinery; this equipment to cost between \$10,000 and \$20,000; remove to new plant when completed; also use ironclad 45x140 ft. warehouse; Will A. Woldert of Tyler, Archt., and Constr. Engr. (Lately noted.)

W. Va., Huntington—Violins.—Huntington Violin Co., C. P. Snow, Pres., increased capital from \$300,000 to \$1,000,000.

### MOTOR CARS, GARAGES, TIRES, ETC.

Ga., Lincoln—Automobile Service Station.—D. T. Clary will erect 165x70-ft. 1-story building for auto sales and garage, Ford station; cost \$4000; concrete, with tin roof and cement floors; plans and construction by J. P. Chaffin. (Lately noted to replace present structure with brick building.)

Mo., St. Louis—Automobiles.—Trans-Mo Truck Sales Co., capital \$250, inceptd. by Richard Wilder, Paul Mueller, Albert E. Morelock and others.

N. C., Greenville—Automobiles.—Robertsonville Auto Co., capital \$25,000, inceptd. by E. G. Flannigan, R. C. Flannigan and W. A. Hooper.

Okla., Ardmore—Automobiles.—Slaughter Motor Co., capital \$10,000, inceptd. by L. C. Slaughter, L. D. Nehms and K. O. Dulaney.

Okla., Tulsa—Automobiles.—Mitchell Motor Sales Co., capital \$10,000, inceptd. by B. M. Grotkop, Jack Albertson and Paul A. Wilson.

Tenn., Nashville—Automobiles.—Bolton-Blackwood Co., capital \$10,000, inceptd. by Geo. W. Bolton, Dan McGugan, Frank M. H. Gerard and others.

Tenn., Nashville—Automobiles.—Cornelius-Martin Auto Livery Co., capital \$5000, inceptd. by B. F. Cornelius, W. M. Martin, Paul D. Denton and others.

Tenn., Nashville—Automobiles.—Seaton, Matthews & Co., capital \$500, inceptd. by W. H. Levine, H. Edward Seaton, R. J. Matthews and others.

Tex., Houston—Cars.—Universal Car Co., capital \$15,000, inceptd. by F. E. Lewis, G. A. Condre and M. W. Bunch.

Tex., San Antonio—Tires.—Callaway Tire Co., capital \$5000, inceptd. by C. E. Callaway, Russell Myrick and J. C. Myrick.

Tex., Texarkana—Farm Tractors.—Stone Tractor Co., W. C. Brady, Secy., has plans for buildings to be equipped to manufacture farm tractors, motor trucks and farming machinery; main building, 80x150 ft.; office, 20x40 ft.; unloading platform, 20x80 ft.; rail road spur line along platform. (This is company lately reported organized.)

Tex., Tyler—Automobiles.—East Texas Motor Co., capital \$15,000, inceptd. by L. P. Kay, D. G. Connally, B. Wadel and others.

Va., Big Stone Gap—Garage.—Mineral Motor Co. has let contract to erect garage; Clarence B. Kearfoot, Archt., Bristol, Tenn.

Va., Staunton—Garage.—Central Garage will erect addition; about 3000 sq. ft. additional space.

### RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Ala., Atmore—Gulf, Florida & Alabama Ry., R. Y. Patterson, Chief Engr., Pensacola, Fla., has 10-acre site on which to build shops; expend \$15,000 during year.

Tenn., Jackson—Illinois Central R. R., A. S. Baldwin, Ch. Engr., Chicago, Ill., will

install machinery costing \$30,000 and enlarge shops.

Tex., Mingus—Texas & Pacific Ry., E. F. Mitchell, Ch. Engr., Dallas, Tex., will install 400-ton, 2-track coaling plant; let contract Roberts & Schaefer Co., Chicago.

Tex., Texarkana—Texas & Pacific Ry., E. F. Mitchell, Chief Engr., Dallas, Tex., appropriated \$50,000 to erect roundhouse; brick and concrete; completed plans and specifications. (Noted in July to erect 15-stall concrete and brick roundhouse.)

### ROAD AND STREET WORK

Ala., Anniston—Calhoun County Comms., let contract Gilbert Bros. of Gadsden, Ala., to widen from 30 to 60 ft. highway from Anniston to Camp McClellan, about 6 mi.

Ala., Bessemer—City, B. C. Jones, Mayor, let contract to Sullivan, Long & Hagerty, Bessemer, to construct 9000 sq. yds. brick paving; S. R. Batson, Engr.; \$15,000 available; no machinery or material needed.

Ala., Carrollton—Pickens county, Judge B. G. Robinson, Carrollton, in charge, has \$130,000 available for 50 mi. road construction; grading, sand-clay, gravel, pipe and bridges; to open bids Sept. 25; work includes about 165,000 cu. yds. grading; 40,750 cu. yds. gravel; 3000 lin. ft. terra-cotta or concrete pipe made in place; 2000 lin. ft. concrete and wood bridges; 350 stations clearing and grubbing; Gus E. Hauser, Engr., Columbus, Miss. Lately noted. (See Machinery Wanted—Road Construction.)

Ala., Eutaw—Greene County will grade and build road from Eutaw to Five Points; cost \$25,000; County Comms. receive bids until Sept. 24; B. B. Barnes, Judge of Probate. (See Machinery Wanted—Road Construction.)

Ala., Livingston—Sumter county will grade and drain 4 7-10 mi. State trunk road No. 7 between Livingston and Gainesville, Ala.; County Comms. receive bids until Sept. 24; W. S. Keller, State Highway Engr., Montgomery. (See Machinery Wanted—Road Construction.)

Ala., Russellville—City, A. J. Earle, City Engr., asks bids until Sept. 29 to construct certain grade work, gravel paving, concrete culverts, curbs and gutters. In June noted to improve streets, cost \$10,000. (See Machinery Wanted—Paving, etc.)

D. C., Washington—District Comms., 509 District Bldg., will construct cement sidewalks; bids until Sept. 5. (See Machinery Wanted—Paving.)

Fla., Kissimmee—Osceola County, J. L. Overstreet, official in charge, will construct brick roads; open bids Sept. 17; \$100,000 (bonds noted voted in June) available. (See Machinery Wanted—Road Construction.)

Fla., Lake Worth—Comms. will make improvements, cost \$125,000, including 2 mi. street work, cost \$75,000; 2100 ft. seawall, cost \$25,000; bridges, \$25,000; date of letting contracts not set, probably within 60 days; H. C. Fugate, Z. F. Potter and W. B. Beach in charge. (Lately noted.)

Fla., Miami—Dade County, E. D. V. Burr, Chrmn., County Comms., voted \$140,000 bonds for roads and bridges; Hobart Crabtree, Miami, Engr. (Noted in July.)

Fla., West Palm Beach—Palm Beach County Comms. let contract F. A. McKenzle to construct first section of Okeechobee River, 20 mi.; Ben Johnson has contract to construct second section.

Ga., Claxton—City will construct cement sidewalks; length, 1332 ft.; width, 6 ft.; bids until Sept. 1; M. R. Perkins, Chrmn. Street and Lane Committee. (See Machinery Wanted—Paving.)

Ga., Montezuma—City let contract Alabama Paving Co., Birmingham, Ala., to pave streets; vitrified brick; Arthur Pew, Const. Engr., Forsyth Bldg., Atlanta; construction comprises 12,000 sq. yds.; \$25,000 available. (Bids noted in July.)

Ga., West Point—City let contract Merrell Road Improvement Co., Chattanooga, Tenn., at \$82,000 for street paving; 32,000 sq. yds. of vitrified brick on concrete base and 1600 yds. sidewalk; include drainage system.

Ky., Cadiz—Trigg County Comms. let contract C. McQuary of Hopkinsville, Ky., at \$20,000 to construct 5.3 mi. macadam road; width, 20 ft.; 14,000 cu. yds. excavation; 1 concrete culvert.

Ky., Louisville—Lawrence County will improve mile 1 and 2, inter-county section road from Louisa to Sandy Hook; Mile No. 1 will require 4732 cu. yds. earth excavation, 154 lin. ft. 12 and 24-in. pipe and 1884 lbs. reinforcing steel; Mile No. 2 will require 6390 cu. yds. earth excavation, 110 lin. ft.

12 and 24-in. pipe and 2430 lbs. reinforcing steel; Fiscal Court, M. A. Hay, Clerk, receives bids until Sept. 10. (See Machinery Wanted—Road Construction.)

Ky., Owensboro—Davies County Comms. let contract Montgomery, Perkins & Ellis to construct 1 1/2 mi. Livermore, Henderson, Booneville and Curdsville Rd., and to Miller & Woodruff, Hardinsburg Rd.; both of Owensboro.

Md., Upper Marlboro.—Prince George's County will resurface Sections Nos. 1 and 2 of Riggs road, Chillum Dist.; Section No. 1, 4666 ft. long; Section No. 2, 7320 ft. long; bids until Sept. 4; Henry St. J. L. Briscoe, Clerk County Comms. (See Machinery Wanted—Paving.)

Miss., Carthage—Lenox County, Edinburg Road Dist., J. L. McMillan, official in charge, has \$20,000 available for 10.78 mi. roads; grading and sand-clay; to open bids Sept. 3; includes 75,000 cu. yds. grading; 50,000 cu. yds. sand-clay; 312 stations clearing and grubbing; 735 ft. pipe; Engr., Gus E. Hauser, Columbus, Miss. Lately noted. (See Machinery Wanted—Road Construction.)

Miss., Gulfport.—Harrison County Commissioners let contract Callahan Construction Co. to surface 6 mi. of highway.

Miss., Iuka.—Tishomingo County Comms., Golden Road Dist., J. F. Creel, Secy., ask bids until Sept. 7 to construct 4 mi. gravel roads; \$12,000 available; L. F. Murphy, Corinth, Miss., Engr. Lately noted. (See Machinery Wanted—Road Construction.)

Miss., Iuka.—Tishomingo County Comms., Burnsville Road Dist., A. H. Montgomery, Secy., asks bids until Sept. 7 to construct 7 mi. gravel roads; \$30,000 available; Engr., L. F. Murphy, Corinth, Miss. Lately noted. (See Machinery Wanted—Road Construction.)

Mo., Jefferson City.—Cole County Commissioners let contract Gerard Forek, R. R. No. 3, Jefferson City, at \$2370 to improve St. Thomas-Meta Road on Osage River; include graveling, ditching, etc.

Mo., New London—Ralls County, C. W. Brown, Highway Engr., New London, contemplates construction of 150 mi. hard-surfaced roads; will vote Sept. 21 on \$250,000 bonds. (Lately noted.)

Mo., St. Louis.—Board of Public Works opened bids for street paving; F. A. Stiers Construction Co., 4512 Morgan St., St. Louis, at \$15,152, is lowest bidder to pave Wilcox Ave. with vitrified brick on 5-in. concrete base, and Perkinson Bros. Construction Co., 2337 Carter Ave., St. Louis, at \$11,794, to repave St. Charles St. with wood blocks.

N. C., Bridgeton—City, Isaac Lewis, Clerk, will construct about 14,000 sq. yds. brick pavement; open bids Sept. 3; request bids for brick laid flat with cement filler and separate bid for sand filler; also concrete curb. (See Machinery Wanted—Paving.)

N. C., Clinton—Sampton County Comms. will issue \$75,000 bonds to improve roads.

N. C., Washington.—City contemplates street paving; Gilbert C. White, Durham, N. C., Const. Engr.

N. C., Yanceyville.—Caswell County Commissioners, J. L. Warren, Chrmn., contemplate expending \$85,000 to construct roads; plan bond issue; one of proposed roads is to connect Yanceyville and Danville, Va.

Okla., Ada—City, R. H. Burnett, official in charge, will pave 5 blocks; Engr., Benham Engineering Co., Colcord Bldg., Oklahoma City. (Lately noted.)

Okla., Altus—City let contract Western Paving Co., 518 Terminal Bldg., Oklahoma City, to pave 12,500 sq. yds. street. (Noted in July.)

Okla., Ardmore—City let contract Schuler & Petty at \$27,098 to pave portion of B St.

Okla., Atoka—Atoka County voted \$30,000 bonds to construct roads and bridges; G. Marlow, County Clerk.

Okla., Okemah—Okfuskee County Comms. let contract J. T. Thompson of Ringling, Okla., at \$14,342 for road work; W. H. Patterson, County Engr. (County lately noted to construct 9.5 mi. dirt road, including concrete culverts and bridges in Okemah Township.)

Okla., Poteau.—Le Flore County, Page Township, voted \$20,000 bonds to construct roads and bridges. Address County Commissioners.

Okla., Purcell—McClain County, Goldsby Township, voted on \$13,500 bonds to construct roads. Address County Comms.

Okla., Tulsa.—Tulsa County Comms. contemplate construction of hard-surfaced highways; Max L. Cunningham, State Engr., made survey and submitted report outlining

details of hard-surface roadway system to cost \$1,500,000.

S. C., Spartanburg.—Spartanburg County Highway Com., John A. Law, Chrmn., will construct 2.84 mi. 20-in. paved road; Contract No. 1; bids until Sept. 12; Reid Tull, County Highway Engr. (See Machinery Wanted—Road Construction.)

Tenn., Knoxville.—City will pave, curb and gutter Imperial alley, Dist. No. 133, and W. Church St., Dist. No. 139; also resurface Strong, McGrath and Custom-house alley, etc.; City Comms. receive bids until Sept. 4; J. H. McCalla, City Engr. (See Machinery Wanted—Paving.)

Tex., Corsicana.—Navarro County, Rice Dist., votes Sept. 20 on \$50,000 bonds to construct roads. Address County Comms.

Tex., Dallas.—Dallas County defeated \$1,000,000 bonds to construct roads. (Lately noted to vote.)

Tex., Dallas.—City Com. let contract Texas Bitulithic Co. of Dallas at \$570.51 to pave Harwood St. in front of City Hall.

Tex., Port Lavaca.—Calhoun County, Road Dist. No. 2, F. M. Dudgeon, Port Lavaca, County Judge, voted \$75,000 bonds to construct roads and cap old roads. (Lately incorrectly noted under "Port Arthur.")

Va., Chatham.—Pittsylvania County Supervisors let contract J. J. Bottershill of Virginia, Va., at \$14,370.40 to construct 1.8 mi. soil road on highway from Danville to Henry County line.

Va., Denbigh.—Warwick County will construct 1 mi. of gravel road between Stone Creek Bridge and reservoir; bids received at Clerk's office until Sept. 6; Geo. P. Coleman, State Highway Commr., Richmond. (See Machinery Wanted—Road Construction.)

Va., Newport News.—City let contract Atlantic Bitulithic Co. of Richmond at \$85,000 to construct 3 mi. pressed stone streets; Floyd A. Hudgins, City Clerk. (Lately noted inviting bids.)

Va., Richmond.—Wyndham R. Meredith, W. T. Dandey, Warren P. Taylor and others are promoting construction of concrete or macadam road between Richmond and Petersburg.

W. Va., Stealey Heights, P. O. at Clarksburg.—Town votes Sept. 11 on \$20,500 bonds for street improvements: Grade, curb and pave with brick 825 ft. Stealey Ave. and 800 ft. Davis St., 1215 ft. Duncan Ave. and pave with concrete 255 ft. of alley from Hartland to Alexander Ave.; cost \$18,500; also grade, curb and pave with brick squares at intersections of various streets, cost \$200. D. L. Mitchell, Mayor.

W. Va., Wheeling.—Ohio County Comms. let contract Jaccoretty & Savage of Wheeling at \$19,927 to grade and build concrete road surface on Steenor and Mt. de Chantal Rd.

W. Va., Wheeling.—Ohio County Comms. let contract Jaccoretty & Savage of Wheeling at \$19,928 to grade and surface with concrete Steenor and Mt. de Chantal Rd.; 3/4 mi.

### SEWER CONSTRUCTION

Fla., Jacksonville.—City will construct sanitary and storm-water sewers; 2900 ft., varying from 12 to 30 in.; City Com., Room 13, City Hall, receives bids until Sept. 7; John S. Bond, Chrmn. Com. (See Machinery Wanted—Sewer Construction.)

Ky., Shelbyville.—City is reported to vote Nov. 6 on \$15,000 bonds to construct sewer system. Address The Mayor.

La., Lafayette.—City, F. E. Girard, Mayor, will construct sanitary sewers and sewage disposal plant; bids received by Board of Trustees until Sept. 25, includes 10 mi. 8 to 20-in. sewers; disposal plant consists of settling tank, contact beds, sludge bed and emergency pumping station; Engr., J. B. McCrary Co., Third National Bank Bldg., Atlanta, Ga. (See Machinery Wanted—Sewer Construction.)

Miss., Marks.—City will construct sanitary sewer system and extend water-works; include concrete receiving vat, pumping equipment and pipe lines for sewer system; bids until Sept. 4; J. C. Tribble, Clerk of Board; W. R. Wallis, Engr., Marks. (See Machinery Wanted—Sewer and Water Systems.)

Miss., Hattiesburg.—City, T. E. Batson, Mayor, will construct 8-in. pipe sewer extension; cost \$500; no contract; J. H. Putnam, City Engr. (Lately noted.)

N. C., Wilmington.—City plans to issue \$25,000 bonds to extend sewer system, etc. Address The Mayor. (See Water-works.)

Okla., Sentinel.—City voted on \$10,000 bonds to construct sewer system. Address The Mayor.



Okla., Woodward.—City votes Sept. 1 on \$10,000 bonds to improve sewer and water systems. Address The Mayor. (Lately noted.)

Tex., San Angelo.—San Angelo Sewer Co. will construct sewage-disposal plant; bids until Sept. 5; Henry Exall Elrod, Engr., Interurban Bldg., Dallas, Tex. (See Machinery Wanted—Sewage-disposal Plant.)

W. Va., Ashland.—City votes Nov. 6 on \$250,000 bonds to construct sewer system, install incinerator and erect various municipal buildings. Address The Mayor.

### SHIPBUILDING PLANTS

Fla., Miami.—G. J. Pilkington, Box 453, will establish plant to construct boats and for yacht storage on 3-acre site; construct concrete and wood buildings with cement floors, costing \$60,000; install \$3500 lighting plant; all contracts awarded.

Ga., Brunswick.—American Shipbuilding Co. will build 3 additional marine ways; also construct shop and other buildings; leased river frontage of 1035 ft.; has contract to build 11 3500-ton wooden steamers for Government; is reported as to build large plant to fabricate steel for shipbuilding; advises Manufacturers Record. Not prepared to state steel plant details. Executive office at 11 Broadway, New York, with following officers: S. H. Brown, Pres.; M. Brown, V.-P. and Gen. Mgr.; J. E. Lambright, V.-P.; Paul Morton, Secy.-Treas.

N. C., Wilmington.—Naul Shipbuilding Co. Incptd. with \$125,000 capital by A. P. S. Naul, George Rountree and Thos. W. Davis; secured 6-acre site on Northeast River for \$30,000; build plant to construct wooden ships; has Government contracts; represents New York interests, including R. Lawrence Smith and associates owning 3 other shipyards.

S. C., Charleston.—Valk & Murdoch Co. has plans and specifications for construction sectional floating drydock, 440 ft. long with 100-ft. beam, moored and protected by caissons serving as fenders; hold vessels up to 8000 tons; locate at shipyards on Cooper River. (Lately noted planning to construct drydock.)

### TELEPHONE SYSTEMS

Mo., Kansas City.—Bell Telephone Co. will build exchange; 14 stories, with provision for 6 additional stories; U-shape; roof of central motif 220 ft. above sidewalk; steel frame; granite base; first 3 and upper 2 stories of terra-cotta; intervening stories of brick and terra-cotta; fireproof construction; reported estimated cost \$1,000,000; site 128x96½ ft.; Henry F. Holt and I. R. Timlin, Archts., Kansas City. (Previously noted.)

### TEXTILE MILLS

Ark., Pine Bluff.—Woolen Cloth.—London Woolen Mills, Inc.; Geo. A. Wemberger, Pres.; H. C. Lockett, V.-P.; W. E. Gocher, Secy.-Treas.

Ga., Lafayette.—Cotton Jeans.—Lafayette Cotton Mills will add 240 ring spindles and 40 automatic looms; ordered this equipment.

N. C., Albemarle.—Cotton Yarns.—Edred Mfg. Co. will not build additional mill. (Recent report erroneous.)

N. C., Burlington.—Hosiery.—National Dye Works, organized; D. E. Sellers, Pres.; B. V. May, B.-P.; W. H. May, Secy.; has building; will install machinery, estimated cost \$10,000, for dyeing and finishing hosiery. May Hosiery Mills was lately noted as advising Manufacturers Record: Purchased Scott-Mebane Co. plant; enlarge building to total floor space 30,000 ft.; install dyeing and finishing machinery for weekly capacity 30,000 doz. prs. hose; also previously noted. (See Machinery Wanted—Dyeing and Finishing Machinery.)

N. C., Fayetteville.—Cotton Goods.—Advance Mfg. Co., capital \$100,000, Incptd. by E. H. Williams of Fayetteville, J. M. Butler and A. R. McEachorn of St. Paul, N. C.; has site; build mill to manufacture 60-in. cotton cloth for army; has plans and specifications; purchased machinery.

N. C., St. Pauls.—Cotton Products.—St. Pauls Mills Co. will build 300-ft. mill addition.

N. C., Winston-Salem.—Shoe Laces.—E. E. James, Box 906, may establish shoe lace mill. (See Machinery Wanted—Textile Machinery.)

Okla., Oklahoma City.—Hosiery.—Paragon Knitting Mills, 707 Colcord Bldg., Incptd. with \$250,000 capital by Harry Lewiston, F. L. Ashlock and A. W. Thornley of Oklahoma City, E. A. Goodenough and W. E. Hartson of Dallas, Tex.; erect hosiery-knit-

ting mill; 2 stories; brick; daylight construction; weekly capacity 2500 dozen pairs hose. (Lately noted organized.)

Va., Springwood.—Cotton Products.—Jasper Miller, Charlotte, N. C., proposes organization \$300,000 corporation to build cotton mill and hydro-electric plant.

Va., Pulaski.—Dye Plant.—Paul Knitting Mills has plans for dye plant.

W. Va., Parkersburg.—Silk.—Board of Commerce closed conditional contract for New York manufacturers to establish silk mill; construct \$50,000 building; install \$100,000 silk spinning and throwing equipment.

### WATER-WORKS

Ala., Gadsden.—City will electrify pumping station of water-works; contracted for 450 K. W. electricity in form of 60-cycle, 3-phase, alternating current at pressure of about 2000 volts; has plans and specifications and invites bids until August 31 to install machinery; specifications and estimates call for 2100-gal.-a-minute pump against pressure of 130 lbs.; 1750-gal.-a-minute pump against pressure of 130 lbs.; two 1750-gal.-a-minute pumps for filling reservoir and to operate against 40-ft. head; also 200 H. P., 150 H. P., two 40 H. P. and 10 H. P. motors; will maintain auxiliary steam plant; Ernest Smith, City Engr.

Md., Cumberland.—City let contract to Cumberland Contracting Co. of Cumberland, at \$67,545.20 to construct 7,000,000-gal. reservoir in Ridgedale Addition; Jas. L. Fuertes, Const. Engr., 140 Nassau St., New York; Ralph L. Rizer, City Engr. (Lately noted inviting bids.)

Miss., Marks.—City will extend water-works and construct sanitary sewer system; include standpipe, pump, cast-iron and wrought-iron pipe, valves, meters and fire hydrants for water system; bids until Sept. 4; J. C. Tribble, Clerk of Board; W. R. Wallis, Engr., Marks. (See Machinery Wanted—Sewer and Water Systems.)

N. C., Wilmington.—City plans to issue \$25,000 bonds to improve Water St.; curb streets and extend water-works and sewer system. Address The Mayor.

Okla., Altus.—City is reported as considering \$400,000 bond issue to construct water-works. Address The Mayor.

Okla., Coyle.—City Council authorized \$13,000 bond issue to improve water-works. Address The Mayor.

Okla., Cushing.—City is having plans prepared for improvements to water-works to include dam and wells.

Okla., Dewar.—City voted on \$20,000 bonds to construct water-works. Address The Mayor.

Okla., Guthrie.—City, H. P. Cook, Commr., Public Utilities, will vote on bonds for construction of river reservoir; build 1 or 2 dams; estimated cost of construction, \$30,000.

Okla., Hartshorne.—City will probably vote on bonds to install filtration plant. Address The Mayor.

Okla., Lawton.—City let contract N. S. Sherman Machine and Iron Works of Oklahoma City to improve water-works and extend to Fort Sill; daily capacity 3,000,000 gals.; install new pipe line; 20,000 ft. 24-in., 15,000 ft. 14-in. and 6400 ft. 12-in. cast-iron pipe; build dam 10 ft. higher, making total height of 60 ft.; John D. Kennard, Engr.; issue \$375,000 bonds; R. T. Sanders, Commr. of Public Works. (Noted in July.)

Okla., Miami.—City is having plans prepared for improving water-works. A. L. Saylors, City Supt.

Okla., Sentinel.—City voted on \$5000 bonds to construct water-works. Address The Mayor.

Okla., Woodward.—City votes Sept. 1 on \$10,000 bonds to improve water and sewer systems. Address The Mayor. (Lately noted.)

### WOODWORKING PLANTS

Ark., Mena.—Staves.—M. C. Trumbull will erect mill of ordinary construction; no contract; install saw and stave mill machinery; daily capacity 10,000 staves and 20,000 ft. lumber; machinery mainly supplied. (Lately noted to rebuild.)

Ky., Indian Bottom.—Staves.—Louisville Cooperage Co. (Louisville, Ky.), representatives reported to have purchased Back timber track and to install stave mills.

Tenn., Memphis.—Furniture.—Lee Furniture Mfg. Co., capital \$10,000, Incptd. by David Lee, Robt. York, E. L. Boyle and others.

### FIRE DAMAGE

Ala., Girard.—Phenix-Girard livery stables, owned by Dr. D. E. Morgan; loss \$3000.

Ark., Texarkana.—H. B. York's residence.

Ga., Columbus.—Ed Martin's store and residence; loss \$5000.

Ga., Jeffersonville.—Depot of Macon, Dublin & Savannah R. R., H. G. Grimshaw, Gen. Mgr.; O. T. Chapman's store.

Ga., Vinings.—W. A. Thatcher's residence; loss \$3000.

Ky., Louisville.—Hall Teaming & Coal Co.'s stables; Byrne & Speed Coal Co.'s office; total loss \$70,000.

Ky., Paint Lick.—Guy Rice's livery stable; loss \$3000.

La., Campti.—Selmo Trichel's residence; Gallaspy Hotel; loss \$12,000.

La., De Ridder.—De Ridder electric-light plant, owned by T. S. Reed of Beaumont, Tex., and others; loss \$15,000.

Md., Baltimore.—John H. Tames & Bro.'s barn and warehouse, Hamilton Ave. and Harford Rd.; loss \$5000.

Md., Golden Hill.—Wm. F. Applegarth's cannery; loss \$40,000.

Md., Hernwood (R. D. from Granite).—B. T. Z. Blunt's barn on Hernwood Rd.; loss \$2500.

Miss., Anchorville.—St. Mary's Catholic Church, rectory and adjoining buildings; loss \$100,000. Address The Pastor.

N. C., Brevard.—Gloucester Lumber Co.'s store; loss \$10,000.

N. C., Concord.—Concord Daily Tribune Publishing Co.'s plant; loss \$5000.

S. C., Seneca.—E. B. Ramsay's lumber mill; loss \$10,000 to \$12,000.

N. C., Black Creek.—Jail building. Address County Commrs.

Tex., Caviness.—School building. Address Dist. School Trustees.

Tex., Gilmer.—S. J. Moughen's drug store; E. L. Barnwell, Jr.'s barber shop; C. T. Culpepper's store; B. A. Lassiter's store; loss \$30,000.

Tex., Nacogdoches.—E. H. Blount's dwelling; loss \$3000.

Tex., San Antonio.—J. E. Muegge's warehouse No. 1.

Tex., Waco.—Tietz Hotel, owned by E. Tietz; loss \$20,000.

Tex., Willis.—Christian Church. Address The Pastor.

Va., Charlottesville.—Albemarle County's 24 bridges destroyed by storm. Address County Commrs.

Va., Charlottesville.—Mrs. E. M. Coombs' bungalow on Observatory Mountain, near university; loss \$9000.

W. Va., Charles Town.—J. T. Campbell's barn.

W. Va., Union.—Presbyterian Church; loss \$3000 to \$3500; Robt. R. Gray, pastor.

W. Va., Princeton.—Witt Perkins' residence; loss \$15,000.

W. Va., Vandalia (P. O. Roanoke).—James Hull's dwelling; loss \$4000.

## BUILDING NEWS

### BUILDINGS PROPOSED

#### APARTMENT-HOUSES

Fla., Pensacola.—Interstate Realty & Mortgage Co., Birmingham, Ala., has plans by I. G. Roberts, Birmingham, and Walker Wallis, Pensacola, for \$40,000 apartment-house; 14 apartments of 4 rooms.

Ga., Atlanta.—G. B. Lythcomb will erect apartment-house; brick; 2 apartments of 6 rooms each; cost \$5000.

Mo., Kansas City.—Verda V. Brown will erect 3-story 18-apartment flat; brick; cost \$30,000.

Mo., Kansas City.—W. B. Weaver will erect 6-apartment brick flat; 3 stories; cost \$12,000.

Tex., Dallas.—M. H. Miller will erect business building with apartments on upper floors. (See Stores.)

Tex., San Antonio.—H. A. Reuter will erect 18-room apartment house; cost \$3000.

#### ASSOCIATION AND FRATERNAL

Ga., Augusta.—Y. W. C. A. has plans by Buckley & Irvin, Augusta, for gymnasium; brick, hollow tile and concrete; 2 stories; reception hall, physical director's room and office, dressing-rooms, lockers, showers, pool, 25x60 ft., on first floor; second floor for gymnasium, director's room, storage and apparatus room, balcony, etc.; pool to be constructed of white ceramic mosaic tile.

Miss., Brookhaven.—Brookhaven Lodge No. 1182, B. P. O. E., has plans by Eugene McCormick, Brookhaven, for remodeling Elks Home; natatorium, clubrooms, lodge-rooms, gymnasium and roof garden; 3 stories; 50x120 ft.; frame; composition roof; concrete floors on first floor; wood on second and third; stove heat; electric lights from city plant; cost \$5000; day labor; construction to begin within 10 days. Address Eugene McCormick, Exalted Ruler of Elks, Brookhaven. (Lately noted.)

Tenn., Knoxville.—Southern Rwy. Co., B. Herman, Ch. Engr. M. W. and S. Lines East, Charlotte, N. C., is reported to erect \$40,000 railroad Y. M. C. A. building.

#### BANK AND OFFICE

Ala., Decatur.—Tennessee Valley Bank, Clyde Hendrix, Pres., will remodel building; plans include center entrance, with vestibule; 4 columns in front; marble and mahogany fixtures.

Fla., Jacksonville.—Merrell-Stevens Co. has permit to erect 3-story brick building; cost \$10,000; also galvanized iron garage; cost \$110.

Okla., Miami.—First National Bank plans to remodel building.

Tex., Harrisburg.—American Exchange

#### CHURCHES

Ark., Benton.—First Baptist Church will erect building; cost \$10,000; Charles Searcy, W. R. Donham and W. H. Evans, Bldg. Com.

Ark., Little Rock.—Trinity Cathedral, Rev. R. B. Templeton, Dean, 1613 Spring St., will expend \$4000 to repair building, including roof, heating plant, etc.; plans to erect parish-house; 48x48 ft.; brick; 16 classrooms, auditorium, etc.; slate or composition roof; wood floors; steam heat; electric lighting; cost \$3000. Address Mr. Templeton.

Ky., Winchester.—Methodist Episcopal Church South, Rev. G. W. Banks, Pastor, rejected bids to erect building and will receive new bids about Sept. 4; plans by John Galsford, 408 Goodwyn Institute, Memphis, Tenn., call for auditorium, 90 by 68 ft.; Sunday-school, 40 by 76 ft.; brick veneer; stone facing; tile roof; wood floors; cost about \$40,000; Geo. E. Tomlinson, Chmn. Building Comm. (Previously noted.)

Miss., Hattiesburg.—Main Street Methodist Church, Rev. E. J. Currie, pastor, will erect \$15,000 structure.

Okla., Anadarko.—First Methodist Episcopal Church, Rev. L. L. Brannon, Pastor, will erect building; 67½x71½ ft.; concrete foundation; cement basement; brick walls; stone trim; tile roof; steam heat; auditorium to seat 1000; cost \$25,000.

Okla., Cleveland.—Methodist Episcopal Church has plans for building; brick; cost \$7000. Address The Pastor.

Va., Hopewell.—First Christian Church will erect building. Address The Pastor.

Va., Holland.—Holland Christian Church, Rev. B. F. Black, Pastor, will erect building; Sunday-school, classrooms, assembly hall, baptistry, etc.; cost \$15,000.

W. Va., Charleston.—Sixth Street Metho-

dist Church will erect parsonage. Address The Pastor.

W. Va., Union.—Presbyterian Church, Rev. Robt. R. Gray, pastor, will rebuild structure damaged by fire; to seat 300 to 400; brick or brick veneer; probably metal shingle roof; hardwood floors; probably hot-air heat; electric lighting; cost about \$3500; archit. not selected. Address Mr. Gray. (See Machinery Wanted—Heating; Lighting; Building Material; Church Furniture.)

### CITY AND COUNTY

Mo., Aurora.—City Hall.—City is reported to have voted \$250,000 bonds to erect City Hall. Address The Mayor.

N. C., Charlotte.—City Hall.—City is having plans prepared by Louis H. Asbury, Charlotte, for remodeling first 2 floors of city hall; provide for 2 comfort stations in basement; cost several thousand dollars.

Va., Petersburg.—Comfort Stations.—Board of Aldermen appropriated \$2500 for comfort stations and drinking fountains; also \$2000 for street improvements. Address The Mayor.

### DWELLINGS

Ark., Forrest City.—J. C. Mewborn will erect residence; 2 stories; tile and stone; plans prepared.

Ark., Little Rock.—W. D. Bass will erect three 1-story bungalows; cost \$7400.

Ark., Marianna.—Mrs. T. D. Benthall will erect 3 dwellings; cost \$3000 each.

Ark., Marianna.—W. A. Willis is erecting \$5000 residence.

Ark., Marianna.—R. L. Derrick is erecting brick-veneer dwelling; cost \$7000.

Ark., Marianna.—W. Friedman is erecting brick-veneer residence; cost \$4000.

Ark., Marianna.—B. Frazier will erect residence; cost \$5000.

Ark., Marianna.—E. M. Spain will erect \$3000 residence.

D. C., Washington.—Miss E. A. Cook has plans by Frederick B. Pyle, 606-08 Evans Bldg., Washington, for dwelling, 1916 New Hampshire Ave. N. W.; cost \$7857.

D. C., Washington.—H. R. Howenstein, 1314 F St. N. W., will erect 5 brick dwellings, 301-09 S. Carolina Ave. S. E.; cost \$12,000.

Fla., Jacksonville.—H. T. Jones will remodel two 2-story frame dwellings; cost \$3000.

Fla., Miami.—P. C. Hainlin will erect lodging-house; 96x16 ft.; 2 stories; concrete; composition roof; wood floors; cost \$3000; electric lights, about \$75; plans by owner. (Lately noted.)

Ga., Atlanta.—Watson & Holland have permit to erect 2-story frame dwelling; cost \$2250.

Ga., Atlanta.—O. G. Walker will erect 2-story frame residence; cost \$2500.

Ky., Hazard.—J. G. Gault and P. F. Gault will erect 4 dwellings; cost about \$5000 each; contracts to be let at once.

Ky., Louisville.—Phillip Gatterdam, Jr., will erect brick dwelling; cost \$2700.

Ky., Winchester.—R. E. Olive will erect bungalow in Mt. Vernon addition.

La., New Orleans.—J. L. Phillips will soon let contract to erect residence at Charles Ave. and Eleonore St.

Md., Baltimore.—Augustus R. Seifert, 3907 E. Pratt St., will erect dwellings at 11-12 Summit Farms, near Herring Run.

Md., Baltimore.—Frank Novak Realty Co. has plans by Callis & Callis, 2055 Kennedy Ave., Baltimore, for ten 2-story dwellings on west side Wolfe St., near Cliftview Ave.; 14.6x57 ft.; cost \$15,000.

Md., Baltimore.—Francis E. Yewell has plans by John R. Forsythe, 232 St. Paul St., Baltimore, for cottage at Forrest Ave. and Dennison St.; cost \$6500.

Miss., Ruleville.—Miss Floyce Rule has plans by M. M. Alsop, Clarksdale, Miss., for dwelling; cost \$8000.

Miss., Merigold.—Mrs. J. C. Jones has plans by M. M. Alsop, Clarksdale, Miss., for \$8000 dwelling.

Mo., Kansas City.—C. A. Braley will erect 3-story brick dwelling; cost \$45,000.

Mo., Kansas City.—Prospect Vista Land Co. will erect 4 stucco dwellings; cost \$5000.

Mo., Kansas City.—Wells Bros. will erect 5 dwellings, 3 on Indiana Ave. and 2 on Bales Ave.; brick veneer; cost \$12,500.

N. C., Asheville.—Dr. C. T. McClintock will erect residence at Kenilworth Park.

N. C., Greenville.—S. B. Underwood will

erect residence; cost \$3000. (Previously incorrectly noted at Va., Norfolk.)

N. C., Greenville.—J. B. James will erect \$10,000 dwelling. (Previously incorrectly noted at Va., Norfolk.)

Okla., Hugo.—R. Record is having plans prepared by Curtis, Broad & Lightfoot, Paris, Tex., for residence; cost \$4000.

Okla., Oklahoma City.—Nichols & Chandler are erecting 2-story residence, 1715 N. Hudson Ave.; tile and stone; cost \$25,000; also erect 2-story brick dwellings, 220-24 W. Nineteenth St.; cost \$10,000 and \$12,000, respectively.

Tex., Abilene.—T. S. Rollins will erect residence.

Tex., Paris.—L. L. Hardison is having plans prepared by Curtis, Broad & Lightfoot, Paris, for residence; 2 stories; tile stucco; cost \$15,000.

Tex., San Antonio.—Sam Friedman will erect four 5-room dwellings; cost \$4000.

Tex., Sulphur Springs.—A. L. Williams is having plans prepared by Curtis, Broad & Lightfoot, Paris, Tex., for remodeling residence.

Tex., Weatherford.—R. W. Davis has plans by E. G. Clarkson, Fort Worth, for residence to replace burned structure; 8 rooms; hollow tile with stucco exterior; tile roof; oak and pine floors; cost \$10,000; hot-air heat, about \$500. Address owner. (Previously noted.)

Va., Richmond.—Jessie Williams will erect brick dwelling; cost \$3600.

Va., Richmond.—B. W. Showalter will erect dwelling; frame and stucco; cost \$3000.

Va., Richmond.—W. S. Forbes has plans by Mr. Skinner, care of Muller Mfg. Co., Richmond, to erect brick dwelling for Marcus Kellerman; 42'x42' ft.; cement tile roof; basement floor cement, others wood; hot-water heat; electric lighting; cement sidewalks; cost \$7500; construction by day labor with head carpenter, who is doing brick work and supervising all construction; bids for heating, plumbing and electrical work have not been received. (Lately noted to repair dwelling.)

W. Va., Bluefield.—Wm. Leckie, Welch, W. Va., is reported to erect residence.

### GOVERNMENT AND STATE

Ga., Fort Oglethorpe.—Camp.—Quartermaster-General's Dept., Washington, D. C., will erect additional mess halls and kitchens at reserve officers' training camp; construction under supervision of Major Benjamin P. Nicklin, Acting Commandant, Fort Oglethorpe. (Previously noted.)

Ga., West Point.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., rejected bids to construct postoffice. (Previously noted.)

Md., Admiral.—Remount Station.—War Department, Washington, D. C., will erect 12,000-horse remount station at Camp Meade; Maj.-Gen. Kuhn, Commander.

S. C., Greenville.—Postoffice.—Thos. H. Pope, custodian, Greenville, receives bids until Sept. 15 for repairs and painting postoffice.

Tex., Austin.—Dormitory, Dining Hall and Kitchen.—Board of Managers, State Colony for Feeble Minded, Dr. Joe Gilbert, Chrmn. Building Com., receives bids until Sept. 5 to erect dormitory and building for dining-room and kitchen; former, 1 story; brick and concrete; stone cornice and trim; structural and reinforcing steel; slate roof; cement, tile and wood floors; stone porch columns; steam heat; electric fixtures; cost \$21,000; latter, 3 stories; brick and concrete; stone cornice and trim; reinforcing steel; gravel roof; cement floors; tile partitions; steam heat; sidewalk elevator; 2 H. P. motor for refrigeration system; cost \$50,000; plans and specifications at office Kuehne, Chasey & Gieske, Archts., 511 Littlefield Bldg., Austin. (Lately noted to open bids August 30.)

Tex., Fort Worth.—Aviation School.—War Department, Washington, D. C., will erect aviation school near Fort Worth.

Tex., Galveston.—Quarantine Station.—State, Jas. E. Ferguson, Governor, Austin, will erect quarantine station on Pelican Spit; cost \$25,000.

Va., Cape Henry.—Weather Bureau.—Secretary of Agriculture, Washington, D. C., receives bids until Sept. 18 to construct 3-story and cellar brick building for Weather Bureau, U. S. Department of Agriculture, according to revised plans and specifications at office Chief of Weather Bureau, Washington. (Lately noted.)

### HOSPITALS, SANITARIUMS, ETC.

Ala., Anniston.—War Department, Washington, D. C., is having plans prepared by Charles Butler, New York, for base hospital at Camp McClellan; 18 regimental infirmaries in addition to base hospital; 72 wards; concrete foundations; double floors and walls; 4,000,000 ft. lumber required; cost \$576,000; Major Dulin in charge of construction.

Ark., Little Rock.—War Dept., Washington, D. C., will erect proposed base hospital at Camp Pike; plans call for 1000-bed basis; barrack style; John R. Fordyce, Major, Engrs., Contracting Quartermaster, Camp Pike. (Previously noted.)

Md., Admiral.—War Department, Washington, D. C., will erect hospital at Camp Meade; group of 1-story buildings to radiate from central administration and kitchen building; wards connected with main buildings by corridors with concrete floors; steam heat; electric lights; foundations begun under direction of Major Proctor. (Lately noted.)

Okla., Miami.—Baptist churches will expend \$60,000 for hospital for Oklahoma State Baptist Assn.; Rev. C. Stubblefield, pastor First Baptist Church, is interested.

S. C., Spartanburg.—War Dept., Washington, D. C., will erect hospital at Camp Wadsworth; plans include 60 buildings; 1000 beds; cost \$400,000; Capt. W. H. Allen, Camp Wadsworth, in charge of construction.

Tenn., Jackson.—Illinois Central R. R., A. S. Baldwin, Ch. Engr., Chicago, will erect at Fraymoor, concrete office and storage building equipped with lockers and shower baths; cost \$65,000.

Tenn., Knoxville.—City will soon offer for sale \$800,000 bonds, to include \$100,000 for addition to Knoxville General Hospital; Robert P. Williams, Recorder and City Treasurer. (Previously noted.)

Tex., Abilene.—Taylor County defeated \$20,000 bonds to erect hospital; E. M. Over-shiner, County Judge. (Lately noted.)

Tex., Abilene.—Texas & Pacific Ry., C. H. Chamberlin, Chief Engr., Dallas, is receiving bids from local contractors to erect freight depot; contract completed about Sept. 1; plans call for 2 stories; brick; 50x200 ft.; cost \$40,000. (Previously noted.)

Tex., Austin.—State has plans by C. H. Page & Bro., Austin, for twin silo at State Lunatic Asylum; bids opened August 29; plans and specifications at office of architect.

Tex., Waco.—War Department, Washington, D. C., will erect \$500,000 hospital at Camp MacArthur; 51 units; concrete floors; steam heat.

### HOTELS

Fla., Moore Haven.—Henry Graham and others will erect store building; upper floor for hotels. (See Stores.)

Md., Admiral.—Theodore Wells Pietsch, 1210 American Bldg., Baltimore, is preparing plans for hotel near Camp Meade; details not available.

Md., Baltimore.—Safe Deposit & Trust Co., Trustee of Stafford Hotel, Charles and Madison Sts., John P. Doyle, Mgr., will expend \$20,000 for improvements to hotel, to include alterations to interior, installation of 15 bathrooms; plans and construction by management.

Miss., Hattiesburg.—J. B. Merkle is reported to erect 10-story hotel on Pine St.

Okla., New Wilson.—B. E. Mobley is erecting Mobley Hotel; 3 stories; brick.

Tex., Waco.—E. Tietz will rebuild Tietz Hotel, damaged by fire at loss \$20,000.

Tex., Waco.—Tom G. Dockery is having plans prepared for hotel; 70x105 ft.; 4 stories; mill construction; tar and gravel roof; steam heat; cost \$60,000; Roy E. Lane, Archt., Waco; construction to begin about Oct. 1. (Savoy Hotel lately noted to erect annex.)

Va., Petersburg.—Harry M. Rogers and Robert L. Watson purchased Prospect Hotel and will remodel and refurnish; install hot and cold water, etc.; also construct connecting hallways from building to H. P. Stratton Bldg., which will be remodeled and used as part of hotel; 75 rooms.

### MISCELLANEOUS

Ark., Bentonville.—Resort.—Linebarger Realty Co., Dallas, Tex., owner of Bella Vista summer resort, will erect additional sleeping lodges.

Fla., Miami.—Boathouse.—Capt. G. J. Pilkington, P. O. Box 453, will erect building at

First St. and Miami River for storage of yachts and boat building; to cover 3 acres; concrete; concrete and wood roof; cement floors; concrete sidewalks; cost \$40,000; lighting, \$2500; Mr. De Garino, Archt., Miami; construction begun by owner who may be addressed. (Lately noted.)

Ga., Fort Oglethorpe.—Clubhouse.—Mrs. William McLean, Philadelphia, is interested in erection of clubhouse at Fort Oglethorpe to include swimming pool, rest and reading-rooms.

La., New Orleans.—Fair.—National Farm & Live Stock Association is erecting proposed Merchants' and Manufacturers' building at Fair Grounds; 200x137 ft.

Okla., Ardmore.—Exposition Building.—J. B. White, Ardmore, prepared plans for exposition building at fair grounds; bids opened.

S. C., Spartanburg.—Library.—American Library Assn. will erect and equip \$35,000 library at Camp Wadsworth; Mrs. J. W. Allen, Chrmn. Library and Educational Commission on Training Camp Activities, is interested.

Tex., Fort Worth.—Clubhouse.—King Candy Co. plans erection of clubhouse for employees at Lake Worth.

### RAILWAY STATIONS, SHEDS, ETC.

W. Va., Huntington.—Baltimore & Ohio R. R. Co., H. A. Lane, Chief Engr., Baltimore, will erect addition to freighthouse; frame; slate roof; wood joists and floor; electric lights; 30x96 ft.; M. A. Long, Archt. for company, Baltimore; work being done by company's force. (Lately noted.)

### SCHOOLS

Ala., Gadsden.—School Board purchased property containing 2 dwellings; will change buildings for classrooms and later erect elementary and high school building at cost of \$50,000 each. (Lately noted.)

Ala., Plateau.—Plateau Industrial Institute, I. J. Whitley, principal, will erect school building; 2 stories; frame; 8 rooms; cost \$6000.

Ark., Hickory Ridge.—School Board will erect 2-story school building.

Fla., St. Petersburg.—School Board has plans for high school to include administration rooms, auditorium to seat 1200, 11 recitation rooms, study room to accommodate 150 pupils, domestic arts department of 2 rooms, manual training department of 3 rooms, lunchrooms provision for 200 students, commercial-room, art and music rooms, 40x60 ft., rest rooms, lockers, gymnasium, 45x80 ft., to seat 700 pupils, bicycle rooms, etc.; cost \$120,000; W. B. Imer, St. Louis, Consult. Archt. (Previously noted.)

Fla., Viking.—School Board will not erect school building this year. (Lately noted.)

Ga., Coolidge.—Coolidge School Dist. will erect building; brick; metal roof; wood floors; cost \$10,500; with equipment, \$12,000. Address Board of Trustees Coolidge High School. (Lately noted to have voted \$12,000 bonds.)

Ga., Jackson.—City, J. T. Moore, Mayor, postponed opening bids to erect high-school building until November; plans by J. F. Leitner, Healey Bldg., Atlanta, call for 110x80 ft.; brick; pitch and gravel roof; wood floors; mechanical fan furnace heating system; cost \$20,000. (Previously noted.)

La., Cedar Grove.—Shreveport.—Shreveport Training School for Girls is considering erecting school at Cedar Grove.

Md., Riverdale.—Board of Education Prince George's County, E. S. Burroughs, Secy., Upper Marlboro, Md., receives bids until Sept. 11 to erect school at Riverdale and one near Mullikin Station; plans and specifications at office Bart Tourison, Archt., 1030 Land & Title Bldg., Philadelphia, and Mr. Burroughs as above; Fishlock brick; steel sash; asphalt shingle roofs; wood floors; acetylene gas lighting (not in contract); cost \$15,000 each; steam heat, \$1500.

Mo., Caruthersville.—Caruthersville School Dist. approved plans for grammar school; 8 rooms, gymnasium and running track. (Lately noted.)

N. C., Boone.—Appalachian Training School will erect dormitory.

N. C., Charlotte.—Building Comm., John B. Ross, Chrmn., opens bids about Sept. 20 to erect high-school building and grammar-school building; former, 150x225 ft.; fireproof; asphalt roof; steel beams and concrete floor construction; warm air-steam heat; cost \$150,000; latter, 50x50 ft.; brick; pitch and gravel roof; wood-joist floor construction; steam and warm-air heat; cost



\$18,000; J. F. Leitner, Archt., Healey Bldg., Atlanta. (Lately noted.)

N. C., Durham.—Durham County School Board will erect dormitory at Lowe's Grove Farm Life School, six miles southeast of Durham; 14 rooms; frame; metal shingle roof; pine floors; individual heaters; cost \$500; bids opened Oct. 1. Address C. W. Massey, Durham.

N. C., Morganton.—State Building Commission, Raleigh, N. C., approved plans by C. C. Hook, Charlotte, for proposed 2-story fireproof infirmary building for State School for Deaf and Dumb; reinforced concrete; 3 general wards, 2 contagious wards, dining-room, operating-room, kitchen, etc.

N. C., Raleigh.—State Building Commission approved plans for \$16,000 fireproof building at East Carolina Teacher's Training School.

N. C., Raleigh.—Board of Directors, State School for Blind, John E. Ray, Supt., receives bids until Sept. 5 to erect 5 buildings to include main administration and auditorium building and three 2-story cottages and kindergarten building; fireproof; tile roof, with alternate bid on slate; reinforced concrete; long-leaf pine or maple floors on fireproof slabs; heating equipment moved from old building; electric lights from local plant; cost \$150,000. (Lately noted to open bids August 23.)

Okla., Dilworth.—City voted bond issue to erect school building. Address The Mayor.

Okla., Drumright.—School Dist. No. 59 (Blue Bell Dist.) voted \$6000 bonds to erect school building. Address District School Trustees.

Okla., Frederick.—Belmont District School Trustees plan erection of school building.

Okla., Purcell.—Board of Education is not issuing school bonds. (City lately noted considering bonds to erect school building.)

Okla., Tulsa.—School Board, District No. 2 will erect 2-room frame school building and repairs and alterations to 2 frame school buildings; bids opened August 25; plans and specifications at office County Superintendent and School District Clerk.

S. C., Bishopville.—School Board, E. D. Reams, Secy., receives bids until Sept. 17 to erect high school building; cost \$15,000; plans and specifications at office J. H. Johnson, Sumter, S. C. (Lately noted.)

Conn., Germantown.—Shelby County Board of Education, Courthouse, Memphis, receives bids until Sept. 6 to erect addition to school building; plans and specifications at office Jones & Furbringer, Archts., Porter Bldg., Memphis. (Lately noted to open bids August 16.)

Tenn., Kingsport.—Wm. R. Pouder, City Mgr., opens bids August 30 to erect 3-story school building; corridors and other portions fireproof; plans and specifications at office D. R. Beeson, Archt., Johnson City, Tenn. (Lately noted.)

Tenn., Knoxville.—City will offer for sale bonds to erect school building in annexed territory; Robert P. Williams, Recorder and City Treasurer.

Tex., Cleburne.—City School Board rejected bids to erect proposed high school; will have plans revised and call for new bids.

Tex., Crockett.—Crockett Ind. School Dist. will erect building; brick; steam heat; cost \$60,000; architect not selected and other details not determined. Address Earle Adams, Jr., Crockett, or Donal McDonald. (Lately noted to have voted \$75,000 bonds.)

Va., Edge.—Seneca and Falling River Dist. School Boards receive bids through Heard & Cardwell, Archts., 1004 People's National Bank Bldg., Lynchburg, Va., until Sept. 1 to erect 3-room public school; 25x60 ft.; frame; composition shingle roof; wood floors; stove heat; cost \$2800.

W. Va., Moundsville.—Board of Education of Moundsville Independent School District opened bids to erect high school and grade school; R. R. Kitchen & Co., Wheeling, low bids at \$152,500 and \$55,000 for high school and grade school, respectively; Steam Electric Eng. Co., Wheeling, low bid at \$22,000 for heating high school and Stanton Heating Co. at \$2945 for grade school; plans by Edw. Bates Franzheim, Archt., Wheeling, call for fireproof high school; 20 classrooms; auditorium, domestic science and manual training departments; composition roof; reinforced concrete floors; steam heat; electric lights; graded school, fireproof; 2 stories and basement; 16 classrooms. (Lately noted.)

## STORES

Ark., Little Rock.—Gus Blass Co., A. S. Pyke, Mgr., will double floor space of present

structure; install electric elevator, daylight system of lighting, etc.; cost \$10,000.

Fla., Moore Haven.—Henry Graham and others will erect store and hotel building; 45x80 ft.; 2 stories.

Fla., Vero.—Redstone Lumber Co. will erect store building; 50x36 ft.; brick; felt roof; concrete floors; cost \$4000. (Lately noted.)

Ky., Hazard.—J. W. Craft and others will erect business block; cost \$25,000.

Ky., Indian Bottom.—Jep Ison and Fess Whitaker will let contract at once to erect \$30,000 business block in Blackey.

Ky., Louisville.—G. F. Kretschmer will erect store; frame; cost \$3000.

Md., Baltimore.—Mathis Building Co., 3312 Powhatan St., has plans by John R. Forsythe, 232 St. Paul St., Baltimore, for 1-story brick store at Springdale and Edgewood Aves.; 24x50 ft.; composition roof; wood floors; cost \$3500; construction by owner.

Mo., Kansas City.—George Wirthman will erect 1-story brick building 1910 Grand Ave.; cost \$4000.

N. C., Troutman.—J. F. Brown will erect store; brick; 2 stories; 24x60 ft.; tin roof; wood floors; cost \$25,000; Z. B. Brown, Contr., Troutman.

Okla., Henryetta.—J. R. Reynolds will erect business building.

Okla., Sapulpa.—J. Konda will erect business building; 2 stories; brick.

Tex., Dallas.—M. H. Miller will erect business building; 3 stories; 2 upper floors for apartments; cost \$30,000.

Tex., Gilmer.—B. A. Lassiter will erect building to replace structure damaged by fire.

Tex., Gilmer.—S. J. Moughen will erect store to replace burned structure.

Tex., Gilmer.—C. T. Culpepper will erect store building to replace structure damaged by fire.

Tex., San Antonio.—John W. Tallafarro will erect two 1-story business buildings; cost \$14,000.

W. Va., Cabin Creek.—Bank of Cabin Creek

will erect bank, store and office building. (See Bank and Office.)

W. Va., Clarksburg.—W. L. Morrison Store Co. will erect 50-ft. addition to Lynch Bldg.

## THEATERS

Md., Baltimore.—Parkway Theater Co., Henry W. Webb, Prest., 1318 Fidelity Bldg., Baltimore, will erect moving-picture theater at Charles St. and Lafayette Ave.; 83x125 ft.; seating capacity 2100; details not determined; O. B. Wight, Archt., 1122 Munsey Bldg., Baltimore.

Md., Baltimore.—Homewood Amusement Co., Incptd. with \$300,000 capital, acquired part of old Casino property on North Ave. east of Charles St. and will erect moving-picture theater to be known as Homewood Theater; 303x85 ft.; brick; fireproof; balcony; colonial style; seating capacity 2000; install \$10,000 pipe organ; will also erect ice-skating rink in connection to be operated by Palace Skating Rink Circuit; 65x170 ft.; install 22 bowling alleys, etc.; cost \$400,000 exclusive of equipment; with equipment about \$500,000. Blanke & Zink, Archts., 835-37 Equitable Bldg., Baltimore; bids opened in about 3 weeks.

N. C., High Point.—O. Arthur Kirkman will erect opera-house; brick; fireproof; dimensions not determined; cost \$20,000. (Lately noted to convert building into opera-house.)

S. C., Spartanburg.—W. F. Neil, Mgr. Strand and Bijou Theaters, is considering erecting theater at Camp Wadsworth.

## WAREHOUSES

Ky., Louisville.—Louisville Public Warehouse Co. will erect 2 iron-clad warehouses, 1000 and 1100 W. Magnolia St.; cost \$11,000 each.

N. C., Greenville.—Smith & Sugg will erect \$3000 addition to tobacco warehouse. (Previously incorrectly noted at Va., Norfolk.)

Tenn., Perryville.—Fanning-Hart-Hay Co., Lexington, Tenn., will erect warehouse.

W. Va., Parkersburg.—Kesselman & Co. will erect warehouse.

## BUILDING CONTRACTS AWARDED

### APARTMENT-HOUSES

D. C., Washington.—J. L. Warren has plans by Hunter & Bell, 411 Southern Bldg., and let contract to J. E. Fox, 37 R St. N. E., both of Washington, to erect apartment-house, 1205 Fifteenth St. N. W.; 7 stories; 32 apartments of 3 and 4 rooms; reinforced concrete and buff brick; Indiana limestone trim; steam heat; electric lights; elevators; cost \$125,000. (Previously noted.)

D. C., Washington.—Mrs. Axell Wichfield let contract to D. E. Nichol, 4324 Georgia Ave. N. W., Washington, to erect 4-story and basement addition to building at 1646 Massachusetts Ave. N. W.; cost \$15,000; J. F. de Sibour, Archt., 1603 K St. N. W., Washington.

Fla., Moore Haven.—J. J. O'Brien let contract to erect store to contain apartments on upper floor. (See Stores.)

Ga., Atlanta.—J. S. and C. R. Collins, Agents, Atlanta, have contract to erect apartment-house, 78 Briarcliffe Rd.; 2 stories; brick veneer; cost \$30,000.

Tex., Orange.—Industrial Homes, Inc., let contracts at \$22,470 and \$1970 to H. N. Jones Construction Co., San Antonio, to erect rooming-house and dining hall, respectively; rooming-house to have 300 rooms; 2 stories; frame; composition roof; will be screened; also let contract for plumbing at \$4007 to Cox, Cottle & Co., Orange; wiring at \$872 and \$75, respectively, to Orange (Tex.) Ice, Light & Water Co.; C. H. Page & Bro., Archts., Austin. Address General Contr. (Lately noted.)

### ASSOCIATION AND FRATERNAL

Ky., Winchester.—Hickman Lodge let contract to J. W. Wheeler, Winchester, to erect addition to Odd Fellows' building; 25.6x25.6 ft.; wood and brick; Carey flexible cement roof; wood and concrete floors; gas and electric lighting; cost \$2675; John W. Crouse, Archt., Winchester. (Previously noted.)

S. C., Spartanburg.—International Y. M. C. A., 124 E. 28th St., New York, let contract to Fiske-Carter Construction Co., Worcester, Mass., and Greenville, S. C., to erect 6 Y. M. C. A. buildings at Camp Wadsworth; one, 40x33.6 ft.; five, 40x113 ft.; wood, rubberoid roof; wood floors; cost \$14,000. (Lately noted.)

### BANK AND OFFICE

La., Houma.—People's Bank & Trust Co. let contract to Chris Larsen & Son, New Orleans, to erect bank building; 48x57 ft.; brick; composition roof; tile and wood on concrete floor construction; low pressure steam heat; cost \$24,850; Favrot & Livaudais, Archts., New Orleans. (Lately noted.)

S. C., Newberry.—Exchange Bank, H. L. Parr, Prest., let contract to W. G. Sutherland to erect bank and office building; 57x60 ft.; reinforced concrete; Barrett specification gravel roof; steam heat; cost \$75,000; J. E. Sumner and J. C. Hemphill, Archts., Greenwood, S. C. (Lately noted.)

Tex., Lewisville.—First National Bank, B. L. Spencer, Prest., let contract to erect brick and tile bank building; T. J. Galbraith, Archt., Slaughter Bldg., Dallas. (Lately noted.)

### CHURCHES

Ga., Atlanta.—Westminster Presbyterian Church let contract to W. H. George, Atlanta, to erect 2-story brick Sunday-school; cost \$10,000. (Previously noted.)

Ga., Tifton.—Primitive Baptist Church let contract to W. H. Spooner, Tifton, to erect building; 32x64 ft.; brick walls; tapestry brick facing; frame roof with Asfaltslate shingles; maple floors; no heating plant; city electric lighting; cost \$7000; C. W. Fulwood, Jr., Archt., Moultrie, Ga. (Previously noted.)

Okla., Miami.—Methodist Church let contract to Arthur B. Wright, Miami, on percentage basis to erect building; 40x68 ft.; brick; concrete basement and pine floors; cost \$11,000; heating not contemplated at present; Hawk & Parr, Archts., Oklahoma City. Address contractor.

### CITY AND COUNTY

Okla., Oklahoma City.—City Hall.—City let contract to Stewart & Wilderson, Oklahoma City, to repair city hall; cost \$10,000.

### COURTHOUSES

N. C., Greensboro.—Guilford County Commissioners let general contract to W. P. Rose, Goldsboro, N. C., at \$348,544 to erect courthouse; Mt. Airy granite and terra-

cotta; 75x172 ft.; 4 stories and basement; reinforced concrete; Barrett specification and copper roof; reinforced concrete and hollow tile floors; steam heat; electric lighting to cost \$10,000; also let contract to B. MacKenzie at \$37,500 for heating and ventilating; W. P. Donaldson, \$15,000 for plumbing; Hunt Bros., vacuum cleaner; all of Greensboro; Moffatt Machinery Manufacturing Co., Charlotte, at \$2800 for elevator equipment; abandoned plan to equip jail at present; Harry Barton, Archt., Greensboro; general contractor let following contracts through W. Fred Casey, Charlotte, representative: Ornamental iron, Price Evans Foundry Co., Chattanooga; structural steel, Barber & Ross, Washington, D. C.; elevator enclosures, Dowman & Dozier Manufacturing Co., Atlanta; granite and terracotta, Atlantic Terra-Cotta Co., New York. (Lately noted.)

Tex., Dallas.—Dallas County let contract to Gervins & Steerman, 1915½ Main St., Dallas, to install jury quarters; concrete floors; cost \$3635; H. A. Overbeck, Archt., Dallas; material purchased and sub-contracts let. (Lately noted.)

Tex., Fort Worth.—Tarrant County, W. E. Yancey, Auditor, let contract to Lydick Roofing Co., Fort Worth, for recovering courthouse; asbestos shingles; cost \$7900; Sanguinetti & Staats, Archts., Fort Worth. (Lately noted.)

### DWELLINGS

Fla., Jacksonville.—R. F. Smith let contract to A. L. Clayton, Jacksonville, to erect dwelling; 2 stories; 26x46 ft.; frame; asphalt shingle roof; wood floors; electric lighting; cost \$3300. (Mr. Clayton lately noted to erect dwelling.)

Fla., Moore Haven.—De Soto Stock Farms Co. let contract to George & Gram, Moore Haven, to erect 2 dwellings, initial of 36 to be erected during summer and fall; 16x36 ft.; Everglade Lumber Co. has contract for lumber.

Fla., Tampa.—T. F. Alexander let contract to L. D. Long to erect dwelling at 1406 Giddens Ave.; 43x60 ft.; frame; composition roof; wood floors; cost \$4500.

Ga., Atlanta.—Phillip Cook let contract to R. N. Renfro, Atlanta, to erect residence; 9 rooms; brick; asbestos shingle roof; oak floors; electric and gas lighting; cost \$10,000; steam heat, \$304; George Reize, Archt.

Md., Baltimore.—Wm. H. Perry has plans by Callis & Callis, 2055 Kennedy Ave., Baltimore, for 2-story dwelling, 30x118, and 1-story structure, 15x24 ft., at 2349 Harford Ave.; cost \$12,000. A. B. Fox, Contr.

Md., Sparrows Point.—Bethlehem Steel Co., South Bethlehem, Pa., let contract to Cowan Building Co., 106 W. Madison St., Baltimore, to erect 4 boarding-houses; 3 stories; cost about \$45,900; Edward L. Palmer, Jr., Archt., 513 N. Charles St., Baltimore. (Lately noted.)

Mo., St. Louis.—George Taylor let contract to F. J. Fendler, St. Louis, to erect dwelling; 2 stories; cost \$3000.

Okla., Oklahoma City.—W. M. Longmire let contract to Stewart & Wilderson, Oklahoma City, to erect residence; stucco and hollow tile; cost \$15,000.

Tex., Orange.—W. H. Stark let contract to N. N. Jones, San Antonio, to erect 50 cottages; 2 to 5 rooms each; all buildings to be screened; Orange (Tex.) Ice, Light & Water Co. secured wiring contract; C. H. Page & Bro., Archts., Austin. (Lately noted.)

Va., Chatham.—J. J. Patterson let contract to Haymes Bros., Chatham, to erect dwelling in Woodlawn; brick; cost \$10,000.

### GOVERNMENT AND STATE

Tex., Vernon.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., let contract to W. D. Lovell, 1415 Eighth St. S. E., Minneapolis, Minn., to erect postoffice; 48x72 ft.; brick; composition roof; reinforced concrete floors; cost \$40,000; steam heat, \$3000; electric lighting, \$1500. Address Contr. (Lately noted.)

### HOSPITALS, SANITARIUMS, ETC.

Md., Baltimore.—Maryland General Hospital let contract to Cowan Building Co., 106 W. Madison St., Baltimore, to alter 2 floors; cost \$12,000.

### HOTELS

Fla., St. Petersburg.—Ed. T. Lewis let contract to George Van Houten, St. Petersburg, to erect hotel; 47x75 ft.; brick and frame;

asphalt shingle roof; wood floors; 31 bedrooms; gas-steam heat; cost \$13,000; Wm. S. Shull, Archt., St. Petersburg. (Lately noted.)

La., New Orleans.—Henry G. Buckley let contract to Jas. A. Petty, 607 Godchaux Bldg., New Orleans, to erect hotel to be known as Wayside Inn; 72x130 ft.; piling foundation; frame construction; Johns-Manville roof; wood floors; electric lights from Northern Ry. & Light Co.; A. J. Nelson, Archt., L. L. & G. Bldg., New Orleans. (Lately noted to erect hotel on cottage plan at ultimate cost of \$300,000.)

### MISCELLANEOUS

S. C., Greenville.—Exposition.—Fiske-Carter Construction Co., Greenville, general contractor to erect exposition building for Southern Textile Association, let following sub-contracts: Portland cement, Dixie Portland Cement Co.; lime, Gager Lime Co.; wrought iron and fire escapes, Chattanooga Roofing & Foundry Co.; all of Chattanooga; stone, C. M. Wing's Quarries; cast-iron, Greenville Iron Works; millwork, Greenville Lumber Co.; plumbing, L. L. Barr Co.; sheet metal work, J. A. Piper Roofing Co.; all of Greenville; common brick and interior face brick, Georgia-Carolina Brick Co., Augusta, Ga.; reinforcing steel, Truss Concrete Steel Co.; steel sash, Detroit Steel Products Co., both of Detroit, Mich.; exterior face brick, Sumter Brick Works, Sumter, S. C.; maple flooring, William S. Whitting, Elizabethtown, Tenn.; timber and plank, Mallard Lumber Co., Greeleyville, S. C.; glass, Building & Supplies Corporation, Richmond, Va.; asbestos roofing, H. W. Johns-Manville Co., New York; water proofing, Trus-Con Laboratories, Detroit, Mich.; post caps and hangers, Van Dorn Iron Works, Cleveland, Ohio; painting, Toch Bros., New York; Trus-Con Laboratories, Detroit; Pittsburgh Plate Glass Co., Pittsburgh, Pa.; Wesco Products Co., Cleveland, Ohio; Wadsworth-Howland & Co., Inc., Boston, Mass.; steel trusses and "I" beams, Converse Bridge & Steel Co., Chattanooga; pipe railing, General Fire Extinguisher Co., Providence, R. I.; metal lath, South G. F. Co., Atlanta; plans by J. E. Sirlene, Greenville, call for 3-story building; 100x210 ft.; seat 3500; cost \$85,000 to \$90,000. (Previously noted.)

### RAILWAY STATIONS, SHEDS, ETC.

W. Va., Huntington.—Chesapeake & Ohio Ry. Co., F. I. Cabell, Chief Engr., Richmond, Va., let contract to C. W. Harer, 425 Fifth St., Huntington, to erect freight house and office; brick with wood trusses; built-up roof with slag covering, part slate; concrete and wood floors; cost \$25,000. Address contractor. (Lately noted.)

### SCHOOLS

Ala., Mobile.—Mobile County School Commissioners let contract to Owen Construction Co., Mobile, to erect 13 school buildings in county; 50x100 ft.; 1 story; concrete foundations; hollow-tile walls; exterior stuccoed; Johns-Manville or Barrett specification roof; wood floors; no heating plants at present; electric wiring in 7 buildings; cost \$144,211; Geo. B. Rogers, Archt., Mobile; sub-contracts and purchase of material about closed. Address Contr. (Lately noted.)

Ala., Selma.—City School Board let contract to C. A. Crosby, Selma, to erect 2-room addition to Alabama Ave. School; stone and concrete; also having plans prepared for Byrd School and Clark School; 8 rooms each; total cost about \$50,000; W. T. Warren, Archt., Birmingham. (Lately noted.)

Ala., Sylacauga.—City let contract to W. M. Marriner & Co., Birmingham, to erect school building; 8 rooms and auditorium; brick; Barrett specification tar and gravel roof (4-ply felt); low-pressure steam heat; cost \$20,000; H. D. Breeding, Archt., Birmingham.

Ala., Troy.—Board of Education let contract at \$29,360 to Thomas Purvis, 110 Water Ave., Selma, Ala., to erect high school; plans by Frank Lockwood, Montgomery, call for main building with auditorium wing; standard construction; brick, with stone trimmings; 122x75 ft., with 40x52 ft. T; 3-ply ready roof; wood joist floor construction; steam heat to cost \$3500; electric lights; total cost \$45,000. Address contractor. (Lately noted.)

Ark., Diaz.—School Board let contract to W. A. Lovvo, Newport, Ark., to erect 3-room frame school building; cost \$2700.

Ark., Swift.—School Board let contract to Ring & Carty, Walnut Ridge, Ark., to

erect school building; brick and stone; 7 classrooms and auditorium to seat 700; drinking fountains; septic tank; steam heat; cost \$5000.

Ark., Winchester.—School Board let contract to W. P. Berryman, Dermott, Ark., to erect school; cost \$6500. (Lately noted.)

Fla., McDavid.—School Board let contract to J. R. Parker, McDavid, to erect 2-room school building; frame; shingle roof; cost \$1725; W. D. Willis, Archt., Pensacola. (Lately noted.)

Ky., Fulton.—School Board let contract to W. H. Spradlin, Fulton, to erect proposed high school in South Fulton; plans include 3 stories, chemistry laboratory, domestic science room with kitchen, fireproof boiler and fuel room; cost \$20,000.

Md., Wheaton (R. D. from Silver Spring).—Montgomery County School Board, Rockville, Md., let contract to H. G. Howes, structure; 2 stories; 30x46 ft.; brick; tin roof; wood floors; cost \$3000; heating, \$160; Kepner & Smith, Archts., Frederick, Md.; all contracts let.

Miss., Biloxi.—Building Committee, J. F. Elstetter, Chrmn., let contract to Byrd Enoch, Biloxi, to erect 6-room annex to Central High School; about 34x70 ft.; 2 stories and basement; brick and heavy joist construction; composition roof; wood and cement floors; enlargement of present low-pressure steam-heating plant; electric lighting; cost \$17,700; Nolan & Torre, Archts., 1023 Hennen Bldg., New Orleans. Address contractor. (Lately noted.)

Okl., Guymon.—School Board, C. A. Nash, Clerk, let contract to G. W. McBurney, Okemah, Okla., to erect high school; unit system; semi-fireproof; pitch and gravel roof; reinforced concrete and wood floors; low-pressure steam heat; cost \$49,500; Hawk & Parr, Archts., Oklahoma City; let contract for heating and plumbing to Otter Heating Co., McAlester, Okla. (Lately noted.)

Okl., Guthrie.—School Board, Consolidated District No. 1, let contract to erect school building; brick; cottage style; 4 classrooms, auditorium, gymnasium and superintendent's office; cost \$17,000.

Okl., Muskogee.—State Board of Affairs let contract at \$47,500 to L. E. Lee Construction Co., Oklahoma City, to erect addition to administration building at Blind School; alter heating plant, etc.; 60x100 ft.; concrete; fireproof; slate roof; concrete floors; C. W. Dawson, Archt., 412 Iowa Bldg., Muskogee. (Lately noted.)

Okl., Norman.—State Board of Affairs let contract at \$18,500 to Holmboe Co., 312 Majestic Bldg., Oklahoma City, to complete chemistry building at University of Oklahoma.

Okl., Nowata.—School Board, D. M. Lawrence, Clerk, let contract to H. E. McCarty to erect school building; cost \$45,000. (Lately noted.)

S. C., McColl.—School Board let contract to McCollum & Benston, McColl, to erect high school building; 6 rooms, auditorium, office, etc.; 86x68 ft.; brick; stone trim; steam heat; electric lights; Barrett roof; reinforced concrete and steel girders; wood floor; C. Gadsden Sayre, Archt., Anderson, S. C. (Lately noted.)

Tex., Seymour.—School Board let contract to Murphy & Croft, Mineral Wells, Tex., to erect high school building; 77x57 ft.; brick, tile and concrete; Barrett specification tar and gravel roof; frame floor construction; cost \$17,500; C. H. Leinbach, Archt., 1105 Southwestern Life Bldg., Dallas. (Lately noted.)

Va., Abingdon.—Board of Supervisors let contract to W. H. Musser & Son, Abingdon, for alterations, repairs and improvements to courthouse; plans by C. B. Kearfott, Bristol, Tenn., include fireproof vault to treasurer's office, entrance floors, stage, etc., on upper floors, reconstruction of stairway, improvements to front; cost \$4000. (Previously noted.)

Va., Staunton.—Staunton Military Academy let contract to Frank Yount to erect infirmary; 16 rooms; 2 baths; cost \$5000.

### STORES

Fla., Moore Haven.—J. J. O'Brien let contract to George & Gram, Moore Haven, to erect store; concrete; 2 stories; 50x50 ft.; cost \$9000, including outside elevator; lower floor to be occupied by Putnam Hardware Co.; upper floor for apartments.

La., Alexandria.—Henry Sterk let contract to Caldwell Bros. to erect 4-story store building to be occupied by Hemenway Furniture Co.; 80x100 ft.; pressed brick; mill construc-

tion; plate-glass display windows; mezzanine floor; stairs and electric elevators enclosed in fireproof partitions with fire doors; canopies on 2 street sides; electric lighting; H. J. Duncan, Archt.

La., New Orleans.—Hartwig-Moss Insurance Agency let contract to J. Koch, New Orleans, to remodel and erect additional story to business building on Union St.; install automatic elevator, lighting and ventilating systems; M. H. Goldstein, Archt., New Orleans.

Okl., Enid.—Alton Mercantile Co. let contract to Welter & Reardon to erect business building; 25x125 ft.; brick and frame construction; composition roof; gas heat; cost \$12,000; R. W. Shaw, Archt., Enid; steel, stone and brick on site; construction begins Sept. 1. (Previously noted.)

S. C., Paris.—D. W. Ebaugh and W. L. Smith let contract to Jamison Morris Co., Greenville, S. C., to erect store building; 52x40 ft.; brick; cost \$10,000. (Lately noted at S. C., Greenville.)

### THEATERS

S. C., Greenville.—Owners of Colonial Auditorium have plans by F. H. and J. G. Cunningham, and let contract to W. M. Jordan, both of Greenville, to supervise remodeling of auditorium (day labor) for Colonial Theater; plans include construction of entrance

to street with stairways 25 ft. wide, ornamented with electric lights of 5000 candle-power, remodeling of interior, auditorium to seat 1600; steam heating system, etc.

Va., Hampton.—W. W. Scott let contract to R. V. Richardson, Hampton, to erect vaudeville and moving-picture theater to be known as Lyric Theater; fireproof; brick construction; 40x190 ft.; 2 stories; stone trim; wood floors; tar and gravel roof; seating capacity 1200; stage 24x30 ft.; cost \$50,000; ventilating system, \$3000; steam heat, \$8000; electric lights, \$2000; J. H. Brinson, Archt., Hampton. (Previously noted.)

### WAREHOUSES

Ark., Fort Smith.—Lesser-Goldman Cotton Co. let contract to T. T. Riddick, Fort Smith, to erect warehouse; fireproof; reinforced concrete and steel; 5 compartments, 75x125 ft. each; automatic sprinkler system; cost \$50,000.

Ga., Augusta.—Grogan & O'Dowd have plans by and let contract to Lawrence Construction Co., Augusta, to erect warehouse; 190x280 ft.; brick; Carey roof; concrete floors; cost \$30,000. (Previously noted.)

Va., Newport News.—Newport News Warehouse Corp., Joseph J. Lane, V.-P. and Gen. Mgr., let contract to McNally Building Co., Framingham, Mass., to erect tobacco warehouse; 20,000 ft. floor space. (Lately noted.)

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

### "WANTS"

Airplane Manufacturers.—Leak-Cobb Co., Winston-Salem, N. C.—Names and addresses of manufacturers of and assemblers of airplanes.

Ball (or Tube) Mill.—Edwin W. Cooper, Engr., 145 Fourth Ave. N., Nashville, Tenn.—Ball or tube mill, 4-ft. diam. by 6 to 8 ft. long.

Bag-Patching Machines, etc.—Houston Bag & Bagging Co., O. M. Lipper, Prest., Houston, Tex.—Prices on bag-patching machines, new and second-hand; also interested in printing presses and motors.

Baskets.—See Trucks, Scales, etc.—Burley Tobacco Co.

Belting.—Virginia Marble & Onyx Co., Day and Night Bank Bldg., Huntington, W. Va.—Belting.

Blasting Machinery.—H. B. Thomas, Horse Cave, Ky.—Prices on blasting machinery.

Boats (Motor).—H. B. Thomas, Horse Cave, Ky.—Prices on motor boats.

Boiler.—National Dye Works, W. H. May, Secy., Burlington, N. C.—Prices on boiler.—See Dyeing and Finishing (Hosiery) Machinery.

Boiler.—Virginia Marble & Onyx Co., Jas. A. Young, Prest.-Mgr., Day and Night Bank Bldg., Huntington, W. Va.—Boiler for 75 H. P. engine.

Boilers.—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Jobbers' discount and price on second-hand 40, 50 and 60 H. P. locomotive boilers, good for 100 lbs. working pressure.

Boiler.—Hackley Morrison, 16½ N. 9th St., Richmond, Va.—Return tubular boiler; 100 lbs. working pressure; 30 to 40 H. P.; second-hand in first-class condition.

Boiler.—Chas. A. McLean, 412 Citizens' Bank Bldg., Norfolk, Va.—Return tubular boiler; 150 H. P. or 125 H. P.; 125 lbs. working pressure; with all catalogue fixtures; full description and price in first letter.

Boilers.—Stockell-Myers Hardware Co., Petersburg, Va.—Two 125 or 150 H. P. return tubular boilers.

Brick (Magnesite; Chrome).—Edwin W. Cooper, Engr., 145 Fourth Ave. N., Nashville, Tenn.—Prices on new or used magnesite or chrome brick.

Bridge Construction.—See Road Construction.—Pickens County.

Bucket (Clam-shell).—Globe Dredging Co., Savannah, Ga.—Prices on second-hand %

yd. clam-shell bucket; Hayward Class E preferred; good condition.

Building Material.—Rev. Robt. R. Gray, Union, W. Va.—Prices on steel framing material for church.

Cars.—J. I. Blount & Co., Brown-Marx Bldg., Birmingham, Ala.—Ten 60,000-lb. capacity M. C. B. flat cars.

Cars.—Kentucky Ridge Mining Co., W. I. Sallee, Prest., Pineville, Ky.—Prices on new or second-hand 36-in. gauge mine cars.

Cars (Mining).—Long Fork Coal Co., H. A. Dixon, Mgr., Smalley, Ky.—Prices on mining cars.

Church Furniture.—Rev. Robt. R. Gray, Union, W. Va.—Prices on church furniture.

Coke (Foundry).—Southern Desk Co., Hickory, N. C.—Foundry coke; by-product coke preferred, but old process acceptable.

Compressor (Air).—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.—Prices on belt-driven air compressor; about 200 to 350 cu. ft. free air per minute.

Compressor (Air).—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until Sept. 4 for 2 motor and 2 engine-driven 2-stage air compressors having capacity 500 cu. ft. per minute each; specifications (No. 2515) on application.

Concrete Block Machine.—W. R. Kline, 4104 Fifth St. N. W., Washington, D. C.—Small concrete block machine; new or second-hand.

Converters.—See Smelters.—Southwestern Ry. Steel & Foundry Co.

Conveyor.—H. F. Sly, Box 41, R. R. 1, Carrollton, Ala.—New or second-hand slab conveyor.

Crane (Locomotive).—American Metallic Packing Co., Walnut and Clark Sts., Lexington, Ky.—First-class second-hand locomotive crane; give full description, make, age, condition, cash price, etc.

Crane (Locomotive).—J. I. Blount & Co., Brown-Marx Bldg., Birmingham, Ala.—20-ton locomotive crane.

Crusher.—Virginia Marble & Onyx Co., Jas. A. Young, Prest.-Mgr., Day and Night Bank Bldg., Huntington, W. Va.—Crusher, hammer mill or roll crusher for granite.

Ditching Machine.—B. Harrison, Coolidge, Ga.—Interested in ditching machine.

Dredging.—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until Sept. 10 for dredging in channel at rifle range, U. S. Naval Academy, Annapolis,



Md. Plan and specification (No. 2532) on application to Bureau or to Supt. of Naval Academy, Annapolis.

**Dredging Machinery.**—H. B. Thomas, Horse Cave, Ky.—Prices on dredging machinery; for dredging river in Hidden River cave.

**Drill (Coal).**—Williams Coal Co., B. D. Williams, Jr., Mannington, Ky.—Data and prices on hand drill for drilling coal; operated by steam or gasoline.

**Drying Apparatus.**—Hancocks Sanitary Cleanser Co., G. D. Enright, Mgr., Chattanooga, Tenn.—Prices on drying apparatus.

**Drum (Incline).**—Kentucky Ridge Mining Co., W. I. Sallee, Pres., Pineville, Ky.—Steel drum for incline.

**Dyeing and Finishing (Hosiery) Machinery.**—National Dye Works, W. H. May, Secy., Burlington, N. C.—Prices on boiler, pumps, dye vats, drying presses and hosiery boards.

**Elevator (Bucket).**—Virginia Marble & Onyx Co., Jas. A. Young, Pres.-Mgr., Day and Night Bank Bldg., Huntington, W. Va. Bucket elevator.

**Elevators.**—Hancocks Sanitary Cleanser Co., G. D. Enright, Mgr., Chattanooga, Tenn.—Prices on elevators.

**Emery Stand.**—See Lathe (Engine), etc.—Box 403, Atlanta, Ga.

**Engine.**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealer's price on 6 to 8 H. P. second-hand stationary engine; horizontal or vertical; horizontal preferred.

**Engine (Diesel).**—L. H. Dupont, Poplarville, Miss.—100 H. P. American built Diesel engine.

**Engines (Gas).**—See Mining Machinery (Sulphur).—Texas Sulphur Co.

**Engines (Tractors), etc.**—Texas Sulphur Co., H. M. Tippet, Secy., Orange, Tex.—Prices on tractors and trailers. (See Mining Machinery.)

**Engine.**—Stockell-Myers Hardware Co., Petersburg, Va.—150 H. P. Corliss engine.

**Engineer.**—Virginia Marble & Onyx Co., Jas. A. Young, Pres.-Mgr., Day and Night Bank Bldg., Huntington, W. Va.—Engineer to plan and estimate for marble, onyx and granite plant.

**Engines (Hoisting).**—Cumberland Coal Co., J. B. Ayers, Secy., Big Stone Gap, Va.—Prices on hoisting engines.—See Mining Machinery.

**Excelsior Machine.**—John G. Duncan Co., 111 Broad St., Nashville, Tenn.—Jobber's price on first-class second-hand Louis T. Kline excelsior machine.

**Feed Mill.**—Sewell Bros., Newnan, Ga.—Data and prices on feed grinding and mixing machinery.

**Flour Mill.**—W. G. Egerton, El Paso, Tex.—Data and prices on milling machine for making whole wheat flour.

**Flour Mill Machinery.**—W. A. Carver, Rougemont, N. C.—Prices on second-hand roller flour mill; daily capacity 40 to 50 barrels.

**Foundry Equipment.**—Geronimo Motor Co., Enid, Okla.—Data and prices on equipment for malleable castings foundry; possibly gas heat.

**Gasoline Equipment.**—Hoffman Oil Co. of Kentucky, P. A. Watson, Engr., Box 427, Lexington, Ky.—Machinery to manufacture casing-head gasoline.

**Generator (Electric).**—York River Shipbuilding Corp., West Point, Va.—Prices on electric generator 200 to 250 K. W., with power to drive same; either steam engine and boiler, or oil engine, the complete unit; electric conditions, 2300 volts primary, 115 volts secondary, 60 cycle, 3 phase, alternating current.

**Generators (Electric).**—Elliott Electric Co., Cleveland, O.—100 K. W. 220-volt 450 to 550 R. P. M. D. C. generator; 50 to 75 K. W. 220-volt 550 to 650 R. P. M. D. C. generator.

**Governor (Steam Engine).**—W. A. Carver, Rougemont, N. C.—Prices on governor for steam engine, 2½-in. steam pipe connection.

**Generator (Electric) Sets.**—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until Sept. 4 for nine 400-kilowatt motor generator sets and accessories at navy-yards, Philadelphia, Boston, Mare Island and the naval base San Pedro, Cal. Specification (No. 2530) on application to Bureau or to commandant of navy-yards named.

**Glassware.**—See Hardware, etc.—Blanco Hermanos.

**Hardware.**—See Lathe, etc.—Bureau Supplies and Accounts.

**Hardware, etc.**—Blanco Hermanos, Barranquilla, Colombia, S. A.—To represent manufacturers of hardware, enameled steelware, paints, varnish and glassware.

**Heating.**—Rev. Robt. R. Gray, Union, W. Va.—Prices on heating plant for church.

**Hosiery Boards.**—See Dyeing and Finishing (Hosiery) Machinery.—National Dye Works.

**Heating Plant.**—Treasury Dept., Supervising Architect's Office, Washington, D. C.—Bids until Sept. 7 for heating plant changes in United States Postoffice at South Bend, Ind.; specifications, etc., at office of Archt. and of custodian at South Bend.

**Heating System (Furnace).**—Town of Ackerman, Miss., L. J. Weaver, Clerk.—Bids on furnace for heating school building; 7 rooms, 1 hall.

**Hooks.**—Thomas Huddy Co., Kansas City, Kan.—10,000 each of long and short second-hand packing-house beef hooks.

**Lathe, etc.**—Bureau Supplies and Accounts, Navy Dept., Washington, D. C.—Bids until Sept. 4 for delivering bolts, nuts and rivets, engine lathe, paints and paint ingredients, white zinc and zinc oxide at Navy-yard, Norfolk. Apply for proposals to supply officer, Navy-yard, Norfolk, or

**Locomotive.**—Pennsylvania Equipment Co., Philadelphia, Pa.—Second-hand standard gauge Mogul or ten-wheel type locomotive; wheel centers not over 48 in.; cylinders 18 or 19 by 24 or 26.

**Locomotives.**—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.—Gasoline and electric locomotives; for quarry.

**Machine Tools, etc.**—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids on straight shank solid high-speed steel counterbores; drills and countersinks combined; 60-in. center reamers; saws (band, No. 21 gauge, 5 points to inch); steel metal-slitting saws; schedule 1432; delivery Washington; motor-driven 3-ft. plain radial drill; 2 motor-driven 16-in. buffing machines; air-driven roll-over jar-rammed molding machine; motor-driven 4-spindle drill press; schedule 1433; delivery Philadelphia; 12 24-in. geared head engine lathes; schedule 1423; delivery Norfolk; electrically-operated dish-washing machine and electrically-operated potato peeler; schedule 1428; delivery Mare Island; 2 distilling plants; schedule 1431; delivery Brooklyn and Mare Island.

**Mining Equipment (Coal).**—Cornettsville Coal Co., J. W. Montgomery, Pres.-Mgr., Fleming, Ky.—Prices on power plant, electric motor and cutting machines; for installation Cornettsville, Ky.

## FOR THE BENEFIT OF

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to Bureau; also until Sept. 4 for bolts, nuts, paints and zinc white at Charleston (S. C.) Navy-yard; proposals from Bureau and supply officer at Charleston.

**Lathe (Engine), etc.**—Box 403, Atlanta, Ga.—Prices on 22 or 24-in. engine lathe; 24-in. back-geared power-feed drill press; hack saw; 10 or 12-in. emery stand; give details.

**Levee Construction.**—Third Mississippi River Dist., P. O. Box 404, Vicksburg, Miss.—Bids until Sept. 5 to construct 400,000 cu. yds. levee work; information on application.

**Levee Construction.**—Third Mississippi River Dist., P. O. Box 404, Vicksburg, Miss.—Bids until Sept. 11 to construct 1,000,000 cu. yds. levee work; information on application.

**Lighting.**—Rev. Robt. R. Gray, Union, W. Va.—Prices on lighting equipment for church.

**Locomotive.**—Skinner Bros. Realty Co., 418 Duval Bldg., Jacksonville, Fla.—Locomotive; 15 to 18 tonnage; low driving wheels; water tank at least 1000 gals. capacity.

**Locomotive.**—J. I. Blount & Co., Brown-Marx Bldg., Birmingham, Ala.—60-ton switch engine; standard gauge; short wheelbase.

**Mining Equipment.**—Island Creek-Guyan Coal Co., 123 Summers St., Charleston, W. Va.—To open bids Jan. 1 for mining machinery; 1000 tons daily output.

**Mining Machinery (Coal).**—Cumberland Coal Co., J. B. Ayers, Secy., Big Stone Gap, Va.—Prices on hoisting engines, pumps, 16-lb. rail, mining machinery, etc.

**Mining Machinery (Coal).**—Fulton Coal Co., L. A. Fulton, Mgr., Banford, Ky.—Interested in prices on coal-mining machinery.

**Mining Machinery (Sulphur).**—Texas Sulphur Co., H. M. Tippet, Secy., Orange, Tex.—Prices on pulverizer, steam shovels, tractors and trailers, gas engines and re-torts; for operation Toyah, Tex.

**Mixers.**—Hancocks Sanitary Cleanser Co., G. D. Enright, Mgr., Chattanooga, Tenn.—Prices on mixers.

**Motors.**—See Bag-patching Machines, etc. Houston Bag & Bagging Co.

**Motor (Electric).**—Cornettsville Coal Co., J. W. Montgomery, Pres.-Mgr., Fleming, Ky.—Electric motor.

**Motors (Electric).**—Stanley Works, New Britain, Conn.—New or second-hand 3-phase 60-cycle 440-volt motors; two 50 H. P. and four 75 H. P., squirrel cage, 1200 R. P. M.; one 100 H. P. and one 200 H. P., slip ring, 900 R. P. M., and one 600 H. P., slip ring, 350 R. P. M.; no other speeds will answer.

Advise quickest delivery and lowest price.

**Nailing Machine.**—West Point Planing Mill, West Point, Va.—Nailing machine.

**Paint.**—Cox Realty & Construction Co., 606 W. King St., Martinsburg, W. Va.—Waterproof paint for stucco houses.

**Paints.**—See Lathe, etc.—Bureau Supplies and Accounts.

**Paints.**—See Hardware, etc.—Blanco Hermanos.

**Packing Case Materials.**—Licciardello & Forza, Catania, Italy.—To correspond with manufacturers of packing case materials; 27½x13½x3-16 and 26½x11x3-10.

**Paving.**—City of Claxton, Ga., M. R. Perkins, Chmn. Street and Lane Committee.—Bids until Sept. 1 to construct cement sidewalks; length 1382 ft.; width 6 ft.

**Paving.**—Comms. of District of Columbia, 509 District Bldg., Washington, D. C.—Bids until Sept. 5 to construct cement sidewalks; proposal forms, specifications and information obtainable from Chief Clerk, Engr. Dept., 427 District Bldg., Washington.

**Paving, etc.**—City of Russellville, Ala., A. J. Earle, City Engr.—Bids until Sept. 29 to construct certain grade work, gravel paving, concrete culvert work, concrete curbs and gutters under Improvement Ordinance No. 1; specifications obtainable and plans to be seen office of Travis Williams, City Atty., Jackson St.

**Paving.**—Board Aldermen, Bridgeton, N. C., Isaac Lewis, City Clerk.—To open bids Sept. 3 to construct about 14,000 sq. ft. brick pavement; bids for paving clear space of 24 ft. between curbing; bids requested for bricks laid flat, with cement filler, and separate bid for sand filler; statement of kind of brick to accompany bid; also bid for concrete curb, 4x14 in., molded in place; complete per lin. ft.; specifications obtainable from Isaac Lewis, Clerk.

**Paving.**—City of Knoxville, Tenn., Robt. P. Williams, Recorder.—Bids until Sept. 4 to pave, curb and gutter Imperial alley, Dist. No. 133, and W. Church St., Dist. No. 139; also resurface Strong, McGrath and Custom-house alley, etc.; plans and specifications from J. B. McCalla, City Engr.

**Paving.**—Prince George's County Comms., Henry St. J. L. Briscoe, Clerk, Upper Marlboro, Md.—Bids until Sept. 4 to resurface Sections Nos. 1 and 2 of Riggs road, Chillum Dist.; Section No. 1, 4696 ft. long; Section No. 2, 7330 ft. long; specifications on file with County Comms.; quantity of stone to be used per mi. to be determined by State Engr.

**Pipe.**—Shannon Refrigerator & Butcher Supply Co., V. P. Warren, Mgr., Atlanta, Ga.—Prices on 500 ft. 5-in. pipe for steam line; could use good second-hand.

**Pipe.**—Stockell-Myers Hardware Co., Petersburg, Va.—10,000 ft. 1-in. black pipe; second-hand, but in good condition.

**Pipe Cutter.**—Leon Lebow, P. O. Box 1099, Charleston, W. Va.—Second-hand 12-in. pipe threading and cutting machine; good condition.

**Power Plant.**—Cornettsville Coal Co., J. W. Montgomery, Pres.-Mgr., Fleming, Ky.—Power plant.

**Press (Drill).**—See Lathe (Engine), etc.—Box 403, Atlanta, Ga.

**Presses (Hydraulic).**—Burley Tobacco Co., John Fisher, Mgr., Horse Cave, Ky.—Prices on hydraulic presses. (See Trucks, Scales, etc.)

**Printing Machines (Bag).**—See Bag-patching Machines, etc.—Houston Bag & Bagging Co.

**Pump.**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Second-hand duplex steam pump, 4, 5 or 6-lb. suction, for immediate delivery; dealer's price.

**Pumps.**—National Dye Works, W. H. May, Secy., Burlington, N. C.—Prices on pumps.—See Dyeing and Finishing (Hosiery) Machinery.

**Pumps.**—See Mining Machinery (Coal).—Cumberland Coal Co.

**Pumping Equipment.**—Hoffman Oil Co. of Kentucky, P. A. Watson, Engr., Box 427, Lexington, Ky.—Pumping Machinery.

**Pump (Steam).**—Greenlaw & Whitthorne, Columbia, Tenn.—Prices on steam pump.

**Rails.**—I. Gilbert, Smith Bldg., Clarksburg, W. Va.—Prices on 2 mi. 16-lb., 3 mi. 20-lb., 2 mi. 25-lb. and 1 mi. 30-lb. relaying rails. State time of shipment.

**Rails.**—Kentucky Ridge Mining Co., W. I. Sallee, Pres., Pineville, Ky.—Prices on new or second-hand rails.

**Rails.**—See Mining Machinery (Coal).—Cumberland Coal Co.

**Rails.**—Long Fork Coal Co., H. A. Dixon, Mgr., Smalley, Ky.—Prices on 12, 16 and 20-lb. steel rails.

**Rails.**—American Metallic Packing Co., Walnut and Clark Sts., Lexington, Ky.—One or more carload first-class relayers, 45 and 70 or 75 lbs., with angle bars; give best cash price, where inspection can be made and amount of tonnage.

**Railroad Construction.**—Henry Shreve Lumber Co., R. A. Hanson, Engr., 315 State National Bank Bldg., Texarkana, Ark.—Bids until Sept. 1 for 7 mi. railroad construction; 20,000 cu. yds.; 2 mi. 26-in. woven wire fence, etc.

**Rice-cleaning Machinery.**—L. F. Culver, Pascagoula, Miss.—Data and prices on small rice-cleaning machines.

**Road Construction.**—Osceola County, J. L. Overstreet, official in charge, Kissimmee, Fla.—To open bids Sept. 17 to construct brick roads; \$100,000 available.

**Road Construction.**—Tishomingo County Commrs., J. P. Creel (of Golden, Miss.), Secy., Iuka, Miss.—Bids until Sept. 7 to construct 4 mi. gravel roads, according to plans and specifications on file office of Clerk, Board of Supvrs.

**Road Construction.**—Sumter County Commissioners, Livingston, Ala.—Bids until Sept. 24 to grade and drain 4 7-10 mi. State trunk road No. 7 between Livingston and Gainesville, Ala.; W. S. Keller, State Highway Engr., Montgomery.

**Road Construction.**—Lawrence County Fiscal Court, M. A. Hay, Clerk, Louisa, Ky.—Bids until Sept. 10 to improve Mile 1 and 2, inter-county section road from Louisa to Sandy Hook; Mile No. 1 will require 4732 cu. yds. earth excavation, 151 lin. ft. 12 and 24-in. pipe and 1884 lbs. reinforcing steel; Mile No. 2 will require 6390 cu. yds. earth excavation, 110 lin. ft. 12 and 24-in. pipe and 2420 lbs. reinforcing steel; plans and specifications on file with M. A. Hay, Clerk of Court, and with Commr. of Public Roads, Frankfort, Ky.

**Road Construction.**—Greene County Commissioners, B. B. Barnes, Judge of Probate, Eutaw, Ala.—Bids until Sept. 24 to grade and build road from Eutaw to Five Points; cost \$25,000; surveys on file in Probate Office.

**Road Construction.**—Tishomingo County Commrs., Burnsville Road Dist., A. H. Montgomery, Secy., Iuka, Miss.—Bids until Sept. 7 to construct 7 mi. gravel roads, according to plans and specifications on file office Clerk of Board Supvrs.

**Road Construction.**—Spartanburg County Highway Commission, John A. Law, Chrmn., Spartanburg, S. C.—Bids until Sept. 12 to construct 2.84 mi. 20-in. paved road; plans and specifications obtainable from Reid Tull, County Highway Engr., or T. S. Perrin, Secy. Highway Commission; \$5 charge.

**Road Construction.**—Pickens County, Judge B. G. Robinson, official in charge, Carrollton, Ala.—To open bids Sept. 25 on 50 mi. road construction; grading, sand-clay, gravel, pipe and bridges; about 165,000 cu. yds. grading; 40,750 cu. yds. gravel; 2000 lin. ft. terra-cotta or concrete pipe made in place; 2000 lin. ft. bridges, concrete and wood; 350 stations clearing and grubbing; Gus E. Hauser, Engr., Columbus, Miss. (Lately noted.)

**Road Construction.**—Leake County Commissioners, Edinburg Road Dist., J. L. McMillon, official in charge, Carthage, Miss.—To open bids Sept. 3 on 10.78 mi. grading and sand-clay; about 75,000 cu. yds. grading; 50,000 cu. yds. sand-clay; 312 stations clearing and grubbing; 735 ft. pipe; Engr., Gus E. Hauser, Columbus, Miss. (Lately noted.)

**Road Construction.**—Warwick County Commrs., Denbigh, Va.—Bids until Sept. 6 to construct 1 mi. gravel road between Stoney Creek bridge and reservoir; plans and specifications on file at Clerk's Office, Denbigh, and with State Highway Commission, Richmond; specifications furnished by Geo. P. Coleman, State Highway Commissioner, Richmond.

**Safe.**—Andrew Van Antwerp, Van Antwerp Drug Corporation, Mobile, Ala.—Prices on screw-door safe for bank building.

**Saw (Hack).**—See Lathe (Engine), etc.—Box 403, Atlanta, Ga.

**Saw (Slash).**—R. W. Richey, Carrollton, Ala., R. R. No. 1.—Prices on new or second-hand saw; to cut slabs and strips from sawmill; 18 in. or longer.

**Sawmill.**—Callahan Lumber Co., Midland, La.—Prices on band mill; 25,000 ft. capacity.

**Scales.**—Burley Tobacco Co., John Fisher, Mgr., Horse Cave, Ky.—Prices on scales. (See Trucks, Scales, etc.)

**Scale (Track).**—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until Aug. 27 for furnishing and installing 100-ton track scale at Navy yard, Mare Island, Cal.; specification No. 2551 on application to Bureau or to Commandant of Navy yard, Mare Island.

**Sewer and Water Systems.**—City of Marks, Miss., J. C. Tribble, Clerk of Board. Bids until Sept. 4 to construct sanitary sewer system and extend water-works; include concrete receiving vat, pumping equipment and pipe lines for sewer system, standpipe, pump, cast-iron and wrought-iron pipe, valves, meters and fire hydrants for water system; W. R. Wallis, Engr., Marks.

**Sewage-disposal Plant.**—San Angelo Sewer Co., C. C. Kirkpatrick, Prest., San Angelo, Tex.—Bids until Sept. 5 to furnish materials and machinery and construct sewage-disposal plant; plans and specifications obtainable from Sewer Co. or from Henry Exall Elrod, Engr., Interurban Bldg., Dallas, Tex.; \$5 deposit.

**Sewer Construction.**—Board Trustees (F. E. Girard, Mayor, J. P. Colomb and J. O. Herpin), City Hall, Lafayette, La.—Bids until Sept. 25 to construct sanitary sewers and sewage-disposal works; about 10 mi. sanitary sewers, 8 to 20-in., with appurtenances; disposal plant to consist of settling tank, contact beds, sludge bed and emergency pumping station; all complete, in accordance with plans and specifications on file office of Engineers and of Trustee of Public Property, J. O. Herpin, Engr., J. B. McCrary Co., Third National Bank Bldg., Atlanta, Ga.

**Sewer Construction.**—City Commission, Room 13, City Hall, Jacksonville, Fla.—Bids until Sept. 7 to construct sanitary and storm-water sewers; 3900 ft., varying from 12 to 30 in.; plans, specifications and information obtainable from Supt. Sewer Dept., Engineer Bldg., Main and Orange Sts.; John S. Bond, Chrmn. Com.

**Shovels (Steam).**—Texas Sulphur Co., H. M. Tippet, Secy., Orange, Tex.—Prices on steam shovels. (See Mining Machinery.)

**Skips (Mining).**—Williams Coal Co., B. D. Williams, Jr., Mgr., Mannington, Ky.—Prices on 2 mine skips, 2 tons capacity, self-dumping.

**Smelters.**—Southwestern Ry. Steel & Foundry Co., 642 Landers Bldg., Springfield, O.—Names and addresses of manufacturers of smelters and converters.

**Steel, Pipe, Pumps, Hardware, Lumber, etc.**—Panama Canal, Benedict Crowell, Gen. Purchasing Officer, Washington, D. C.—Bids to furnish steel, wrought-iron or steel pipe, chain, pumps, jacks, hammers, hinges, wire, electric cable and wire, conduit condulets and covers, gaskets, electrical fittings, trunking and capping, glass brushes, cuspidors, sextants, agate plates, aluminum pans, soap, toilet paper, chamouis skins, sponges, emery cloth, sandpaper, carbide, pipe covering, drain tile, canvas, tarpaulins, leather belting, belt lacing, rubber tubing, packing, hose, mattress hair, oil-burning ranges, refrigerators, bedroom furniture, tables, chairs and lumber; blanks, etc., relating to circular (No. 1165) obtainable at this office or offices Assistant Purchasing Agents, 24 State St., New York; Audubon Bldg., New Orleans, and Fort Mason, San Francisco; also from United States Engr. offices in principal cities throughout United States.

**Textile Machinery.**—E. E. James, Box 996, Winston-Salem, N. C.—Data and prices on machinery for manufacturing shoe laces.

**Tires (Rubber).**—L. G. de Lagrange, 10 Rue de Constantinople, Paris VIII, France. To represent manufacturers of rubber tires for automobile trucks and heavy wagons.

**Trucks (Motor).**—Depoy Coal Co., E. H. Lopinsky, Treas., Welch, W. Va.—Prices on motor trucks for hauling coal; for installation, Depoy, Ky.

**Trucks, Scales, etc.**—Burley Tobacco Co., John Fisher, Mgr., Horse Cave, Ky.—Prices on trucks, scales and baskets used in loose-leaf tobacco markets; also hydraulic presses.

**Water-works.**—See Sewer and Water Systems.—City of Marks, Miss.

**Well-drilling Machinery.**—Hoffman Oil Co. of Kentucky, P. A. Watson, Engr., Box 427, Lexington, Ky.—Well-drilling equipment.

**Wire (Fencing).**—Henry Shreve Lumber

Co., R. A. Hanson, Engr., 315 State National Bank Bldg., Arkansas.—2 mi. 26-in. woven wire fence.—See Railroad Construction.

**Woodworking (Airplane Propellers) Machinery, etc.**—Leak-Cobb Co., Winston-Salem, N. C.—Addresses of manufacturers of machinery to make airplane propellers.

## RAILROAD CONSTRUCTION

### RAILWAYS

Ala., Bessemer.—Tennessee Coal, Iron & Railroad Co., it is reported, will build railroad from Ensley furnaces to Wenonah mine on Red Mountain, several mi.

Ala., Birmingham.—Construction of a railroad from Birmingham to the Warrior River, about 20 mi., is contemplated by the Birmingham Civic Association. Address T. L. Cannon, Chrmn. general committee of the Association.

Ark., Texarkana.—Bids are invited by the Henry Shreve Lumber Co. until 2 P. M. Sept. 1 for the construction of 7 mi. of railroad, requiring handling of about 20,000 cu. yds. of material. R. A. Hanson is Engr. at 315 State National Bank Bldg., Texarkana, Ark.

Fla., Miami.—Tatum Brothers of Miami, it is reported, will build a railroad from Miami along the Miami Canal to Lake Okeechobee, about 80 mi., to connect with either Seaboard Air Line or Atlantic Coast Line.

Fla., Tampa.—Tampa Southern R. R. Co. will build its line from Tampa to Sarasota, Fla., 50 mi., via Palmetto, Bradentown and Manatee, including four iron span bridges. Connects with Atlantic Coast Line. J. E. Willoughby, Ch. Engr. of latter at Wilmington, N. C., in charge of construction. D. C. Gillett of Tampa is Prest.; Lyman Delano, V.-P., and G. M. Mitchell, Secy.

Ky., Pineville.—Black Mountain Railroad Co., capital stock \$200,000, has filed incorporation papers to build a line 10 mi. long from Pineville to the confluence of Puckett's Creek and Chunk Lick Branch in Harlan County. Incorporators, J. O. Watson of Fairmont, W. Va.; Maurice C. Spratt of Buffalo, N. Y., and John S. Lambert of Fredonia, N. Y.

Miss., Nicholson.—Pearl River Valley Railroad Co., chartered to build from Nicholson to Columbia, Miss., 55 mi., will for the present do its own construction. J. E. Dupont, Jr., is Traffic Mgr. and Supt. at Pica-yune, Miss. R. L. Emery, 2322 St. Charles Ave., New Orleans, La., is Prest.

Mo., Floyd.—Atchison, Topeka & Santa Fe Ry. proposes to build second track from Floyd to Camden, Mo., about 5 mi. R. A. Rutledge is Ch. Engr. Eastern Lines at Topeka, Kans.

Mo., Kansas City.—City & Leeds Electric Railway Co., capital \$200,000, is chartered to build the proposed line from 31st St. to the city limits, via Leeds, 3 mi. Incorporators: W. E. Collins, Howard Ross and W. M. Spratt. Willard E. Winner is Prest.

Okla., Guthrie.—Oklahoma Railway Co. has obtained right of way in Guthrie for entrance of its line and for terminal purposes. John W. Shartel is V.-P. and Gen. Mgr. at Oklahoma City, Okla.

Tex., Dallas.—The Missouri, Kansas & Texas Railway Co. denies recent press report that it would build a spur to the United States Army aviation camp.

Tex., Fort Worth.—International & Great Northern R. R. is authorized by the city to build a 2-mi. track connection with the Missouri, Kansas & Texas Ry. and the Houston & Texas Central R. R. Work to begin immediately. J. C. Resch is Ch. Engr. at Houston, Tex.

Tex., Midland.—M. B. Herely, according to a report from Roswell, N. M., has closed an agreement with citizens committee there to build a railroad from either Midland, on the Texas & Pacific Railway, or from a point on the Santa Fe System near Lubbock, Tex.; \$200,000 to be paid by Roswell to aid the line.

Va., Petersburg.—Virginia Railway & Power Co. says it will not build an extension to Camp Lee as it is unnecessary.

Va., Winchester.—Tracklaying has begun on the Winchester & Western Railway under construction from a connection 1 mi. south of Winchester on the Baltimore & Ohio Railroad, to Wardsville, W. Va., about 40 mi. Wm. B. Cornwell is Prest.; Herbert Larrick, Vice-Prest.; at Winchester; W. M. McClaine of Romney, W. Va., is Secy. and Treas. Inter Mountain Construction Co. is contractor.

W. Va., Clarksburg.—Baltimore & Ohio Railroad Co. denies late press report that it contemplates construction of a branch up Elk Creek Valley. It says that no such plans are considered.

W. Va., Gauley Bridge.—Contract is let to J. B. Lindsay of Middleport, Ohio, and work began grading on Gauley & Eastern Railway from Gauley Bridge to Summersville, W. Va., about 25 mi.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### New Architectural Firm.

McLaughlin & Burnham, architects, 510-11 Peoples Bank Bldg., Lynchburg, Va., a new firm, has been formed by J. T. McLaughlin, formerly of McLaughlin & Johnson, and W. R. Burnham, formerly of Lewis & Burnham, and will begin business Sept. 1.

### To Heat and Ventilate a School.

The Hammond Heating Co., 130-132 East Pearl St., Cincinnati, O., heating and ventilating engineers, has been awarded the contract for installing its warm-air and ventilating system in the new school at Elizaville, Ky.

### Flintkote Change of Name.

The Flintkote Company, Inc., is the new name of the Flintkote Manufacturing Company, 98 Pearl St., Boston, Mass., manufacturers of Rex Flintkote roofing and various other Flintkote products, including shingles, waterproof paper, roof paints and preservatives, etc. The factories of the company are at Rutherford, N. J., and Chicago, Ill. In addition to headquarters at Boston there are offices at 1104 Equitable Bldg., New York; 651 Peoples Gas Bldg., Chicago, and 701 Hennen Bldg., New Orleans.

### Blast Furnace to be Sold.

Announcement is made that a preeminent sale at auction of the machinery and equip-

ment of the Liberty blast furnace near Edinburg, Shenandoah County, Va., will take place on the premises at 3 P. M. Friday, September 21. It includes the blast furnace, 57 by 11 feet; three blowing engines, pumps, hoist, pipe stove, boilers, ore barrows, clinder cars, locomotive, sawmill, scrap iron, etc. All will be sold piecemeal in lots, and catalogues may be obtained from the auctioneers, Samuel T. Freeman & Co., 1519-21 Chestnut St., Philadelphia, Pa.

### Change of Officers and Directors.

The Alabama Lead & Silver Co., Inc., announces that at a meeting of its directors recently D. M. Gordon of Birmingham was elected president and a director in place of H. N. Malony, resigned, and that J. L. Cawthon of Mobile was elected vice-president and C. E. McEntire of Birmingham was elected secretary and treasurer in place of T. L. Anglin and W. R. Thomas, also resigned, as officers and directors. L. D. Stevens of Birmingham is also a member of the board. The offices of the company are at 503-4 Jefferson County Bank Bldg., Birmingham. J. E. Dunlop is the mining expert. The properties of the company are in Etowah County, Ala., and Loudon County, Tenn.

Continued on Page 84.)



# America's Relation to the World War

## Shall Our Nation Live or Perish?

— as viewed by —

### The Editor of the Manufacturers Record

In response to requests from a large number of our subscribers, who deem the editorials, in regard to the world war and this country's relation to it, which have appeared in the Manufacturers Record during the past few months, to be of the highest importance in arousing the country to the imminence of our danger *from within and without*, we have decided to reprint a number of these editorials in pamphlet form.

#### Titles of a few of the editorials and articles:

*If.*

*Suppress German Printed Papers in This Country.*

*To Our Allies: We Are Coming a Hundred-Million Strong.*

*Peace Without Punishment Would Be Premium Upon Crime.*

*Pro-German Activities in Congress and in Labor Agitation Endanger the Nation.*

*For a Director of Public Safety to Guard Us from Alien Enemies.*

*Our Stupid Leniency.*

*Oh the Unspeakable Agony of It.*

*The Soldiers' Question: We Have Given Ourselves, What Will You Give?*

*A Co-partnership with Hell.*

*Be Not Deceived by Germany's Peace Talk.*

*The Royal Murderer Must Be Punished as Fully as the Murderer of Low Degree.*

*A Prayer of the Defenders on Land and Sea.*

The price of the pamphlet is 10 cents, and orders will be filled at this rate for any number of copies. They will be shipped in such quantities as may be desired to the subscriber's address, expressage paid, or will be mailed by us to names of our selection if this is preferred. The price stated applies to single copies or bulk orders.

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## FINANCIAL NEWS

The MANUFACTURERS RECORD invites infor-  
mation about Southern financial matters.  
Items of news about new institutions, divi-  
dends declared, securities to be issued, open-  
ings for new banks, and general discussions  
of financial subjects bearing upon Southern  
matters.

### FINANCIAL CORPORATIONS

Ala., Fairhope.—Bank of Fairhope, capital  
\$10,000, has incptd.; Incorporators, Henry  
Crawford, W. B. Martin, J. H. Lane, J. R.  
Hammon, E. C. Slosson, C. L. Rockwell, P.  
H. Porter, C. C. Baldwin, C. W. Lyons, Wil-  
liam Simpson, William Damon and G. L.  
Hopping.

D. C., Washington.—Liberty Savings Bank,  
George O. Watson, Pres., has taken tem-  
porary quarters in the Bond Bldg., 1410 New  
York Ave., and expects to begin business  
about October 1.

Fla., Daytona.—It is announced that the  
assets of the First National Bank have been  
bought by J. R. Anthony, Jr. of Jackson-  
ville, and that it will resume business im-  
mediately with about \$240,000 cash on hand, he  
being Vice-Prest. of the Bankers Financing



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Co. of that city. J. V. Dunlap, V.-P. and  
Cashier of the new bank, will be in charge.

Ga., Atlanta.—Empire Trust Co., capital  
\$100,000, granted charter; Incorporators, W.  
B. Stovall, Charles B. Shelton, W. A. Jones,  
J. C. Lusk, Dameron Black and H. B. Ken-  
nedy.

Md., Baltimore.—Maryland Assurance  
Corp., capital \$500,000, surplus \$300,000, has  
been organized to begin business Jan. 1 with  
headquarters in the Sexton Bldg., to take  
over accident and health insurance busi-  
ness previously conducted by the Maryland  
Casualty Co., which will confine itself to its  
other lines. The board includes 25 directors,  
15 of whom are on the Maryland Casualty  
board. Life insurance will also be done by  
the new company. John T. Stone will be  
president, in addition to being president of  
the Casualty Co., which will hold 60 per  
cent. of the stock.

Mo., Kansas City.—People's Trust Co.,  
Inc., 1120 Walnut St., will begin business  
about Sept. 15. Capital \$200,000; surplus  
\$20,000. Geo. E. Ricker is Chrmn. of the  
Board of Directors; Chas. S. Alves, Pres.,  
W. T. Grant, V.-P., and Marvin L. Orear,  
Secy.-Treas.

Okla., Miami.—American Exchange Bank,  
a new concern, chartered with \$50,000 capital  
and \$5000 surplus, will begin business be-  
tween Sept. 20 and Oct. 1. Incorporators:  
J. T. Gephart and J. T. Whaley, both of  
Miami, and L. T. Sammons of McAlester,  
Okla.

S. C., Ulmors.—Bank of Ulmors, a new  
concern, capital \$15,000, is organized with  
G. S. Best, Pres.; J. Langley, V.-P.; others  
interested being J. A. Goodson, Dr. Harter,  
J. T. Norwood and W. L. Brant.

S. C., West Wadsworth, P. O. Spartan-  
burg.—Bank of West Wadsworth, capital  
\$10,000, is commissioned. Arch B. Calvert  
and Auel S. Calvert, both of Spartanburg,  
are interested. The bank will be convenient  
to the army training camp.

Tex., Harrisburg.—American Exchange  
Bank, capital \$10,000, has begun business.  
S. D. Simpson is Pres., and Dr. I. T.  
Poyner, Cashier.

Tex., Seagraves (via Blythe, Tex.).—First  
State Bank of Seagraves (formerly Blythe),  
a new concern, is chartered; capital, \$10,000;  
surplus, \$5000. Begins business about Sept.  
1. Directors: B. B. Curry, Pres., Seminole,  
Tex.; J. L. Brabham, Cash.; W. H. Steele  
and Andy Williams, all of Seagraves; W. P.  
Edwards, Big Springs, Tex.; C. M. Arm-  
strong and R. B. Sherman, both of Seminole.

Va., Petersburg.—The stockholders of the  
National Bank of Petersburg have voted to  
increase the capital stock from \$200,000 to  
\$600,000, which will make the combined cap-  
ital and surplus \$750,000. R. B. Jones is  
Pres., and E. H. Beasley, Cashier.

Va., Richmond.—The merger of the Rich-  
mond Bank & Trust Co. with the Old Do-  
minion Trust Co. has been approved by the  
stockholders of the former, to be effective  
immediately, under the name of the latter  
institution, of which W. M. Habliston con-  
tinues as president. The merger makes the  
total resources of the Old Dominion Trust  
Co. about \$6,500,000.

W. Va., Beckley.—Beckley Realty & In-  
surance Agency, capital \$10,000 is chartered.  
Incorporators B. E. Carter, T. E. Combs, W.  
H. Rarden and F. M. Cook of Beckley and  
C. L. Phipps of Fayetteville, W. Va.

W. Va., Fairmont.—Fairmont State Bank  
recently incorporated with capital \$100,000  
and surplus \$50,000; will begin business in  
September. Incorporators: H. L. Heintzel-  
man, H. S. Lively, J. B. Stephenson, H. D.  
Brady and C. S. Jenkins.

W. Va., Mount Hope.—Mount Hope In-  
surance Agency, capital \$25,000, is chartered.  
Incptrs., T. L. Feazell, L. B. Tully, Alex.  
McNabb, J. H. Pirrun and T. H. Snyder, all  
of Mount Hope.

W. Va., Mount Hope.—First National Bank  
began business Aug. 15. A. W. Rodgers,  
Pres. and J. Frank Grimet, V.-P. and  
Cashr.

W. Va., Pineville.—Wyoming County Bank  
of Pineville is reported chartered. Incor-  
porators: J. C. Sullivan, D. Forest Early,  
A. J. Mullins and A. W. Daubenspeck of  
Mullins, W. Va., and Ballard Byrd of Pine-  
ville.

### NEW SECURITIES

Ala., Clanton.—(Road and Bridge War-  
rants).—Out of the remaining \$77,000 of  
Chilton County road and bridge warrants  
\$40,000 are reported sold, leaving only \$37,000  
yet to be sold, out of the original amount  
of \$200,000, of which \$123,000 were sold some



weeks ago to Steiner Bros. of Birmingham. They are 5 per cent. 30-year. Address Judge L. H. Reynolds.

Ala., Huntsville—(Funding).—The \$20,000 of 5 per cent. 20-year funding bonds, for which bids are invited until Sept. 11, are of \$500 denomination. T. L. Patton is Clerk-Treas.

Ala., Mobile—(Dock and Terminal Railway).—Bids have been asked until noon Sept. 25 for the \$600,000 of 5 per cent. 30-year \$1000 denomination dock and terminal railway bonds of the city of Mobile. Address H. Phillips, Mayor. Further particulars will be found in the Proposals Department.

Ark., Eudora—(Water, Sewer).—\$45,000 water and sewer bonds, 5½ per cent. 20-year, sold to Southern Trust Co., Little Rock, Ark.

Ark., Forrest City—(Road).—\$450,000 of 6 per cent. 25-year serial road bonds of St. Francis County are reported sold at premium of 3½ per cent. and expenses, to Cravens & Pierce of Little Rock, Ark.

Ark., Jonesboro—(Drainage).—\$300,000 of 5 or 5½ per cent., \$500 denomination, Cache River Drainage Dist. bonds offered Aug. 14 were not sold, no satisfactory bid being received. B. H. Berger is Treas. Drainage Comms.

Ark., Magnolia—(School Building).—\$85,000 of 6 per cent. 35-year \$1000 denomination school building bonds of Magnolia Special School Dist., for which bids were opened August 22, were sold to the Bankers Trust Co. of Little Rock, Ark., at par and \$600 premium.

Ark., Morrillton—(Bridge).—\$150,000 of 6 per cent. 20-year bridge bonds of Conway County, for which bids were opened June 29, are reported sold to J. C. Mayer & Co. of Cincinnati, O., at 102.25.

Ark., Powhatan—(Road).—Lesser-Goldman Cotton Co. of St. Louis is reported to have bought \$100,000 Lawrence County road bonds, viz., \$65,000 Road Dist. No. 5 and \$35,000 Road Dist. No. 3.

Ark., Tuckerman—(School).—\$30,000 of school bonds sold to Gould & Co., Pine Bluff, Ark.

Fla., Kissimmee—(Brick Road).—\$100,000 of 6 per cent. \$1000 denomination Polk County bonds voted June 16 are for construction of brick road. Address J. L. Overstreet, Kissimmee.

Fla., Miami—(Roads and Bridges).—\$140,000 of 5 per cent., serial 1920 to 1937, \$1000 denomination, road and bridge bonds of Dade County have been voted. Date of sale not yet fixed. Address Ben Shepard, County Clerk.

Fla., St. Petersburg—(City Improvement).—It is proposed to offer for sale to local investors the \$180,000 of 5 per cent. 30-year city improvement bonds the sale of which was delayed pending a court decision. A. P. Avery is Chrmn. City Comms., and G. B. Shephard, Director of Finance.

Fla., Zolfo—(Streets, Sewer, Town Hall, Park).—Election Sept. 11 on \$15,000 street paving, sewer extension, town hall and park bonds. Address R. C. Peterson, Clerk.

Fla., Zolfo—(Sidewalk).—Town has issued \$5000 bonds, instead of certificates of indebtedness, for 2 mi. of cement sidewalks completed. R. C. Peterson is Clerk.

Ga., Montezuma—(Paving).—\$25,000 of 4½ per cent. paving bonds have been sold to the Lewis Banking Co. and the First National Bank of Montezuma.

Ga., Thomasville—(Street, Electric Light, etc.).—No sale was made on August 23 for \$155,000 of 4½ per cent., serial 15-30-year, \$500 denomination, bonds for streets, \$75,000; electric-light-plant improvement, \$50,000; water-main extensions, \$15,000; water-works improvement, \$10,000, and fire alarm, \$5000. Bonds are being held for either private sale or possibly to invite sealed bids at a later date. Address Alderman L. H. Jerger, Chrmn. Finance Com.

Ky., Ashland—(Sewer, Market, City Hall, etc.).—Election Nov. 6 on \$250,000 of sewer, market-house, city hall, prison and incinerator bonds. Address The Mayor.

Ky., Corbin—(School).—\$25,000 of 6 per cent. 5-29-year serial school bonds are reported sold to Well, Roth & Co. of Cincinnati, O.

Ky., Paducah—(Light).—An ordinance is being prepared for the issue of electric-light-plant bonds and a vote will be taken Nov. 6. Amount of issue not yet announced. Address City Comms.

La., Scott—(Drainage).—Scott sub-drainage district of Drainage Dist. No. 1, Lafayette Parish, has voted \$47,500 of 5 per cent. serial 28-year drainage bonds. Dr. L. A. Prejean is Prest. and L. L. Judice Secy. of the

drainage board at Scott, and W. S. White is Ch. Engr. at Crowley, La.

La., Winnfield—\$100,000 of Winn Parish bonds will, it is reported, soon be offered for sale. J. B. Milam is Prest. Police Jury.

Md., Frederick—(Refunding).—Bids will be received until 7.30 P. M. Sept. 12 for \$380,000 of 4½ per cent., serial 1915 to 1951, \$1000 denomination, refunding bonds of the city of Frederick. Address Aubrey A. Nicodemus, City Register.

Miss., Biloxi—(Fire Dept.).—\$17,000 of fire-department-equipment bonds are proposed. Address The Mayor.

Miss., Magnolia—(School).—Bids will be received until 2 P. M. Sept. 3 for \$3000 of 6 per cent 6-year bonds of Woodrow School Dist., Pike County. Chas. E. Brumfield is Chancery Clerk at Magnolia.

Miss., Meridian—(School).—Supervisors of Lauderdale County will issue \$3000 of Oakland Heights and \$1100 of Causeville school bonds. W. R. Pistole is Clerk Chancery Court.

Miss., Senatobia—(School).—Bids received until 2 P. M. Aug. 27 for \$7500 of 6 per cent., serial 1927 to 1934, \$500 denomination, school bonds; J. A. Wooten, Clerk.

Mo., Aurora—(City Hall).—\$250,000 of city hall bonds have been voted. Address City Comms.

Mo., New London—(Roads).—Election will be held Sept. 21 on \$250,000 of Ralls County bonds to build hard-surfaced roads. Address C. W. Brown, Highway Engr.

N. C., Bridgton—(Street).—Bids are asked until 8 P. M. Sept. 3 for \$12,000 of 5 per cent. 20-year street-paving bonds. This takes place of proposed issue of \$15,000 of 40-year bonds. Isaac Lewis is Town Clerk.

N. C., Charlotte—City has borrowed \$250,000 from Curtis & Sanger of New York at 4½ per cent. plus commission of 48 points, or a total of 4.58, to take up note of that amount maturing Aug. 26.

N. C., Charlotte—(School Building).—Election to be held Sept. 8 in Paw Creek School Dist., Mecklenburg County, on \$12,000 of 6 per cent. 20-year serial school building bonds. Address J. M. Matthews, Charlotte.

N. C., Clinton—(Street).—Bids will be received until noon Monday, Sept. 3, for \$29,000 of 5½ per cent., serial 1919 to 1937, street-improvement bonds. Henry A. James is Town Clerk.

N. C., Durham—(Funding).—Ordinance is passed to issue \$80,000 of 6 per cent. (or less) 10-year funding bonds. George W. Woodward is City Clerk.

N. C., Greenville—(Water and Light).—\$100,000 of 5 or 6 per cent. 30-year water and light improvement bonds offered June 7 are reported still unsold. James C. Tyson is Clerk.

N. C., Greensboro—(Courthouse).—\$250,000 of 5 per cent. serial 1922 to 1946, \$1000 denomination, courthouse bonds of Guilford County, for which bids were opened August 20, have been awarded to C. E. Denison & Co. of Cleveland, O., for \$254,207.

N. C., High Point—(Funding, Street, etc.).—City Council is reported to have authorized issue of 6 per cent. bonds thus: \$238,000 funding, \$99,000 street improvement, and \$81,000 assessment. Address The Mayor.

N. C., Mocksville—(High School).—Bids will be received until Sept. 1 for \$3000 of 6 per cent. 20-year coupon high-school bonds. J. L. Holton is County Treas.

N. C., Rutherfordton—(Road).—Bids will be received until Sept. 6 for \$35,000 of 30-year road bonds of Rutherford county (\$20,000 of Colfax and \$15,000 of High Shoal township), denomination not over \$1000; rate of interest not set. G. F. Watson is Chrmn. and J. D. Hull Clerk County Comms.

N. C., Wadesboro—(School).—Bids will be received until noon Oct. 1 for \$7000 Polkton Dist. 6 per cent. 20-year school bonds of Anson County. Address W. C. Bivins, Supt. of Schools.

N. C., Wadesboro—(School).—Bids will be received until noon Oct. 1 for \$4000 of 6 per cent. 20-year school-building bonds, denomination to suit. Address W. C. Bivins, Supt. of Schools.

N. C., Wilmington—(Street, Sewer, Funding).—City Council has approved resolutions to issue \$25,000 of bonds for street and sewer improvement and \$75,000 for funding of debt. Address The Mayor.

N. C., Wilmington—(Workhouse).—\$17,000 of 5 per cent. 20-year workhouse bonds of New Hanover County, for which bids were opened Aug. 22, have been awarded to Baker, Watts & Co. of Baltimore at 100.92.

Okl., Ada—(Road).—The proposed issue of \$23,000 of road bonds of Pontotoc County

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was defeated at the recent election by 160 votes, although their sale had already been arranged. Address J. R. Gilmore.

Okla., Atoka.—Election Aug. 25 on \$30,000 of road and bridge bonds of Atoka County. G. Marlow is County Clerk.

Okla., Bristow.—(Water, Sewer, City Hall). Bids were invited until August 29 on \$32,000 of 6 per cent. 25-year water, sewer and city hall bonds. H. W. Corey is City Treas.

Okla., Coyle.—(Water-works).—Ordinance passed to issue \$13,000 water-works improvement bonds. Address The Mayor.

Okla., Dewar.—Voted \$20,000 water-works, \$5000 storm sewer and \$5000 city hall and jail bonds. Address The Mayor.

Okla., Drumright.—(School).—\$6000 of school-building bonds are reported voted. Address School Board.

Okla., Duncan.—(Light).—Election Aug. 21

on \$45,000 of light bonds was postponed indefinitely.

Okla., Norman.—(Water-works).—\$10,000 of 6 per cent. 10-year water-works bonds, recently reported sold, went to C. Edgar Hounold of Oklahoma City at 101.25.

Okla., Porum.—(School).—\$5000 school bonds are voted. Address The Mayor.

Okla., Purcell.—The Board of Education denies recent press report that an issue of school bonds is contemplated.

Okla., Ryan.—(Water-works).—\$16,000 of water-works extension bonds were voted at the late election. Address The Mayor.

Okla., Sapulpa.—(School).—\$2500 of school building bonds are reported voted. Address County School Board.

Okla., Sapulpa.—(Funding).—\$80,000 of 6 per cent. 25-year funding bonds of Creek County are reported sold to Lieut.-Gov. M. E. Trapp.

Okla., Stafford.—(School).—\$12,000 of school bonds are reported voted. Address County School Board.

Okla., Stratford.—(School).—Reported \$12,000 of school bonds voted. Address County Commrs.

Okla., Woodward.—(Water, Light, Sewer). Election called for Sept. 1 on \$42,000 water-works, electric light and sewer improvement bonds. F. H. Kilburn is City Supt.

Okla., Wynne Wood.—(Sewer).—The proposed sewer bond issue is expected to be \$15,000. Address The Mayor.

S. C., Spartanburg.—(Highway).—\$124,500 of the 4½ per cent. 1-20-year \$1000 denomination highway bonds of Spartanburg County have been awarded to local banks at par and accrued interest. The total amount offered was \$1,000,000. W. H. Broom is Supervisor, and John A. Law, Chrmn. of Spartanburg County.

Tenn., Chattanooga.—(Paving).—\$8433 of 6 per cent. paving bonds have been sold to Seasongood & Mayer of Cincinnati, Ohio, at par, accrued interest and premium of \$15.

Tenn., Johnson City.—(Street).—\$70,000 of 6 per cent. 19-year serial street-improvement bonds are reported sold to Weil, Roth & Co. of Cincinnati.

Tenn., Knoxville.—(Viaduct).—Special dispatch to Manufacturers Record says that the \$150,000 of Knoxville 5 per cent. 30-year viaduct bonds, for which bids were opened Aug. 21, have been awarded to Estabrook & Co. of New York at 102.07, or a premium of \$3105. Robert P. Williams is City Recorder.

Tenn., Knoxville.—(School, Street, Water). City Commissioners have passed an ordinance to issue the proposed \$300,000 of 5 per cent. 30-year serial water, street and school bonds, and steps to invite bids will be taken soon. John E. McMillan is Mayor.

Tenn., Memphis.—(Bridge Approach).—City has sold \$25,000 of 5 per cent. \$1000 denomination bridge approach bonds to A. E. Aub & Co. of Cincinnati, O., at par, accrued interest and \$500 premium.

Tenn., Nashville.—(University).—Bids are invited until noon Sept. 24 for the \$1,000,000 of 4½ or 4½ per cent. 1-50-year serial University of Tennessee bonds, for which no satisfactory bids were received Aug. 14. W. R. Marshall is Secy. State Funding Board and Porter Dunlap State Treas.

Tex., Abilene.—(School).—\$8250 school bonds of Taylor County have been bought by the State Education Board at par and accrued interest.

Tex., Athens.—(Levee).—\$5,000 of 6 per

cent., serial 1915 to 1945, \$1000 denomination, levee improvement bonds of Henderson County, Levee Dist. No. 1, are reported sold to Yard, Otis & Taylor of Chicago, Ill.

Tex., Austin.—Bonds approved by Atty.-Gen.: \$600,000 of 5 per cent. 10-40-year optional road, Harris County.

Tex., Charco.—(School).—Bids will be received until Sept. 15 for \$8500 of a total of \$10,000 of 5 per cent. 1-20-year \$500 denomination school building bonds of Charco Ind. School Dist. Address J. C. Calhoun, Prest. School Board.

Tex., China Spring.—(School).—Bids will be received until 3 P. M. Sept. 1 for \$12,000 of 5 per cent., 5-40-year optional, \$300 denomination, China Spring school bonds. M. C. Copeland is Secy. Board of Education.

Tex., Corsicana.—(Road).—Election will be held Sept. 20 on \$80,000 road bonds of Rice Dist., Navarro County. Address County Commrs.

Tex., Dallas.—(Road).—\$1,000,000 road bonds were defeated in Dallas County at the recent election.

Tex., Eastland.—(Road).—The County Clerk says that the proposition to hold an election on \$130,000 road bonds Sept. 13 failed to carry.

Tex., Galveston.—(Causeway).—\$50,000 of 5 per cent. Galveston County causeway bonds have been sold to the Kauffman-Smith-Emert Investment Co. of St. Louis at par and accrued interest.

Tex., Greenville.—(Road).—\$100,000 of 5 per cent. road bonds voted Aug. 11 are for Road Dist. No. 2 of Hunt County. J. F. Little is County Clerk.

Tex., Madisonville.—(Road and Bridge).—\$50,000 of 5 per cent., 17-year average, road and bridge bonds of Madison County are reported sold to the German-American Trust Co. of Denver, Col.

Tex., Mineral Wells.—(Water-works Purchase).—Bids will be received until 2 P. M. Sept. 1 for \$59,000 of 5 per cent. 20-40-year optional, denomination \$1000, water-works purchase bonds, voted July 30. L. E. Cowling is Mayor.

Tex., Oakville.—(Road).—\$70,000 of 5 per cent. 20-year serial optional \$500 denomination road bonds of Live Oak County, offered August 16, not sold. W. W. Caves is County Judge.

Tex., Plainview.—(Street).—\$25,000 of 6 per cent., serial 1-16 years, street-paving warrants have been bought by J. L. Arlitt of Austin, Tex.

Tex., Port Lavaca.—(Roads).—Bids will be opened about October 1 for \$75,000 of 5 per cent. 40-year \$1000 bonds of Road Dist. No. 2, Calhoun County, to build new roads and improve old ones. Address F. M. Dudgeon, County Judge.

Tex., Rockwall.—(Road).—Petitions have been circulated, it is reported, for election on \$250,000 of road-improvement bonds. Address County Commrs.

Va., Lynchburg.—(Water Improvement).—All bids received August 27 for the \$500,000 of 4½ per cent. 34-year \$1000 denomination water improvement bonds were rejected and the bonds withdrawn from the market. Joint Council committee on finance began arrangement for city sinking fund to take \$100,000 and the remainder will be held until deemed advisable to market them. F. E. Nolting & Co. of Richmond bid 94.61, other bids being: R. M. Grant & Co., 94.27; Estabrook & Co., 94.16, and Harris, Forbes & Co., 94.102; all these of New York.

Va., Roanoke.—(Fire Department).—Date of bids not yet set for \$35,000 of 4½ per cent. fire department bonds, 20-year serial, denomination \$1000. Address Finance Committee. P. H. Tucker is City Clerk.

W. Va., Burnsville.—(High School).—Election Sept. 15 on \$20,000 of 5 per cent., serial 10-34-year, high-school bonds; denomination \$1000; dated Jan. 1, 1918. W. C. Hefner is Prest. and C. A. Wade Secy. Board of Education.

W. Va., Martinsburg.—(Improvement).—Bids will be received until noon Sept. 1 for \$195,000 of 5 per cent. 20-34-year improvement bonds. J. T. Nadenbousch is Secy. City Commrs. Denomination \$500.

W. Va., Moundsville.—(School).—\$168,000 of 5 per cent., serial 1922 to 1945, \$500 denomination, school bonds, for which bids were received Aug. 23, were awarded to the National Bank of West Virginia at Wheeling for \$170,394.16 and accrued interest to date of sale.

W. Va., Stealey Heights, P. O. Clarksburg.—(Paving).—Election Sept. 11 on \$15,000 of 6 per cent. 10-year paving bonds, \$500 denomination. D. L. Mitchell is Mayor and L. A. Hess Recorder.

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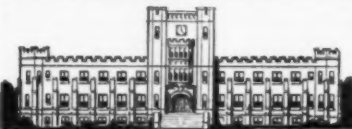
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